71-08-F

DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION Prepared By STATE OF MONTANA DEPARTMENT OF HIGHWAYS

STATE DUSSIMENTS

ENVIRONMENTAL/SECTION 4(f) STATEMENT

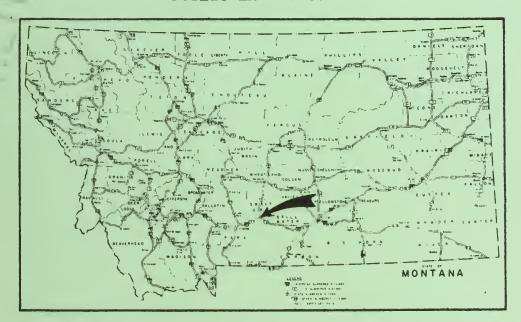
PROJECT I-90-7(18) 364 BIG TIMBER - GREYCLIFF

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THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER THE THE PROPOSED FOR FUNDING UNDER THE PROPOSED FUNDING UNDER THE PRO TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

> SECTION 102(2)C PUBLIC LAW 91-190 and SECTION 4(f) PUBLIC LAW 89-670



H.J. ANDERSON, DIRECTOR OF HIGHWAYS

Date 7727

ÁDMINISTRATOR

ENGINEERING DIVISION

REVIEWED FOR CONTENT AND ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

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RIME IT OF HIGHWAYS THE REPORT OF THE PROPERTY OF

HELENA, MONTANA 59601

February 11, 1974

DIRECTOR OF HIGH NAYS

IN REPLY PETED TO I 90-7 (18) 364 Big Timber-Greycliff

U. S. Department of Transportation Federal Highway Administration

501 North Fee Street

Helena, Montana 59601

Gentlemen:

Furnished herewith are twelve (12) copies of the Final Environmental Statement for the subject project and nineteen (19) copies of an addendum to this state-

We will appreciate your advising us when the statement has been sent to C.E.Q. We will, at that time, request design approval and publish the appropriate notice in the local newspaper.

Very truly yours,

H. J. ANDERSON Director of Highways

Stephen C. Kologi, P

Supervisor - Preconstruction Section

32-SCK/KFS/WHW/dg

Attachments

cc: J. R. Beckert w/1 addendum

G. O. Powers w/1

D. A. Williams w/1

S. C. Kologi w/1R. E. Champion w/1

D. D. Anderson ** w/1

Mail and File v/1

Library w/1

Environmental Quality Council w/2 addendum

Dept. of Intergovernmental Relations w/l addendum

Fish and Game Department w/1 addendum

UM Student Environmental Research Center w/1 addendum United States Coast Guard Commander w/1 addendum

GEORGE VUCATIONICH, CHAIRMAN

P L BACHILLER

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ADDENDUM

This addendum to the Final Environmental/Section 4(f) Statement for Project I 90-7(18)364 Big Timber-Greycliff is intended to delete the Section 4(f) portion of the statement. This addendum is required because of the present status of "Fireman's Island". Early in the development of the environmental statement, it was thought that the area known locally as "Fireman's Island" was a local park of local significance and a combined Environmental/Section 4(f) statement was developed. This final statement was subsequently returned to the Department of Highways because of deficiencies in the 4(f) portion of the statement.

However, recent clarification by Mayor McLean A. Clark and the Big
Timber City Council states the area originally considered a "park" has never
been opened and is not planned to be opened to the general public for park
or recreational use within the meaning of 49 USC, Section 1653(f).

Inasmuch as the local officiates have determined that the area has no local significance and is not involved in any city plans for development of recreational or park facilities, the attached documentation substantiates the declaration of no 4(f) involvement on this project.

Based on the foregoing documentation, the intent of this addendum is to instruct the reviewers of the environmental statement to disregard all reference to Fireman's Island as a park and section 4(f) involvement on this project.



Big Timber, Montana 59011

December 6, 1973

H. J. Anderson
Director of Highways
Montana Department of Highways
Helena, Montana

Dear Mr. Anderson,

It came to my attention yesterday that the highway project to be built around Big Timber and crossing the Boulder River at the point that has been called Fireman's Island is being held up because the Bureau of Public Roads is under the impression that this is a City park.

This particular piece of ground has been used only by the Big Timber Volunteer Firemen to hold a picnic once a year in July. It is used for perhaps 6 hours on that particular day and is not used for the other 364 days of the year. It has never been open to the public. The fireplace and tables that are on the land belong to the members of the Volunteer Firemen.

A few years ago the Firemen found out that they had been trespassing in using this ground. The Firemen asked the City for Quit Title to the land. This was done and the land now belongs to the City of Big Timber.

The City does not now or in the foreseeable future have any plans to open this land to the public as a picnic area or public park.

The City does own a piece of land on the Boulder River near the present Highway 10 on which we are doing some preliminary planning for a picnic and campground.

The City of Big Timber is ready to do what ever is necessary with the 'so called Fireman's Island' so that the Montana Highway Department can let the bids for the proposed Interstate 94 at the earliest possible time.

Sincerely yours,

McLean A. Clark, Mayor

cc: Dennis Williams



RECOLUTION NO. 554

WHEREAS, the City of Big Timber, Montana, is the owner of certain property adjacent to the City Limits of the City of Big Timber and also adjacent to the Boulder River in Sweet Grass County, Montana, and

WHEREAS, the Big Timber Volunteer-Fire Department had been using said land for years, one day per year, for an annual outing for its members, and

WHEREAS, all of the improvements upon said land were constructed by the Big Timber Volunteer Fire Department and were and are the property of said Department, and

WHEREAS, the members of said Department found that the ownership of said land was in question and that they might not have the right to hold the annual outing on said land and, therefore, asked the City Council of said City to quiet title to said land in said City, and

WHEREAS, the City of Big Timber thereafter quieted title to said land in the said City in March of 1970, and

WHERMAS, said land has never been open to use by the general public for park or recreational purposes and has never been considered by or developed by said City as a public park or recreational area, but has been exclusively reserved for use by said Volunteer Fire Department once each year for less than one day for its annual outning, and

WHEREAS, there are currently plans by the U.S. Department of Transportation, Federal Highway Administration, and the Montana State Department of Highways to construct a portion of Interstate Highway I-90 across a small part of the southerly portion of the land, and

WHERDAS, the City Council of the City of Big Timber has examined the current plans for the construction of said highway and has concluded that the said plans, if carried out, and construction in the manner proposed thereby, will have no effect upon the use of the said land for the purpose for which he said City quicted withe, and

MUNICAS, the City devenil of sold City of Big Timber has examined and lean advised of the law relating to use of park and recreational lands for highway purposes and has concluded the effect that the land proposed to be used for the constant on a interators digwey I-90 in not a public park or recreational unia, within the meaning of OU.S.C., Section 1650(1), the interproposed to be used never having been used for either public park or recreation purposes.



IT IS HEREBY RESOLVED that that portion of land owned by the City of Big Timber and locally known as Firemen's Island which is proposed to be used for the construction of Interstate Highway I-90 is not either a public park or recreation area, within the meaning of 49 U.S.C., Section 1653(f).

IT IS FURTHER RESOLVED that the Secretary of Transportation be, and he is hereby, requested and urged to approve the present plans and approve the present project, being numbered 1-90-7 (48) 36 (Big Timber to Grey Cliff) as the same involves the land owned by the City of Big Timber, for the reason that the land involved, although owned by said City, is not and never has been used as a public park or recreation area, within the meaning of 49 U.S.C., Section 1653(f).

Passed and approved this 14th day of January, 1974.

Mc Lean a Clarks

Attest: Janus W. McCauley, City Clark

Oscar Stephens, Alderman,
Charles S. Toda, Alderman

Man Mastra Jan Marinen

Hrs. Hartha Taylor, Alderman



INTRODUCTION

The purpose of this statement is to assure that the environment is carefully considered and that the state and national environmental goals are met when developing highway improvements.

MONETONING

The purpose of this scatement is to assure that the snylconwhen is corrected to each identification of the state and national
and countries are not ween developing highway improvements.

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SUMMARY SHEET

I. TYPE OF ACTION

- (X) Administrative
- () Draft
- () Environmental Statement
- (X) Combination Environmental/Section 4(f) Statement
- () Legislative
- (X) Final

II. PROJECT DESCRIPTION

The proposed project will consist of about 10.5 miles of four-lane, divided, controlled access interstate highway. It will begin about 1.0 mile west of Big Timber, Montana, extend easterly about 10.5 miles and end about 0.5 miles west of Greycliff, Montana.

III. ENVIRONMENTAL IMPACTS

The only anticipated adverse environmental impact will be the taking of approximately 3.5 acres of park land near Big Timber, Montana.

IV. ALTERNATIVES

The project has been in the development stage for a number of years. Prior to location approval, which was secured in January, 1968, three major alternates in the vicinity of Big Timber were considered. These are shown on the exhibits on pages 89 and 90.

A. Alternate "A", which unfortunately involves the taking

of about 3.5 acres of park land, was the alternate that was adopted, mainly because it was the one favored by the local people.

- B. Alternate "B" would have been further from the City of Big Timber and would have severed more and higher value agricultural land. The basic disadvantage was the local feeling that its distance from town would have caused an economic loss to the business community.
- C. Alternate "C" would have been further from the city and would have traversed more prime agricultural land than either of the others. Here again, the major disadvantage was the fear that its distance from town would have caused an economic loss to the business community.

During the development of the 4(f) determination, four other alternates were considered.

- D. An alignment shift of about 100 feet to the south was considered because it would have resulted in the remaining park land being in one rather than two parts. However, after careful consideration, this alternate was eliminated for the following reasons:
 - 1. The required take would have remained the same at about 3.5 acres.
 - 2. The line shift would have destroyed the existing site improvements, whereas the park land to be taken utilizing the proposed alignment is unimproved.
 - 3. Assuming that the present limited parking is supple-

mented with an additional area south of the interstate as the city desires, this new parking area
would be separated from the park by the interstate.
Thus, a walkway would still be required under the
Boulder River Bridge, as presently proposed.

- E. An alignment shift of about 465 feet to the south was considered. This would have avoided taking any actual park land, but was eliminated for the following reasons:
 - 1. The Boulder River bridges would have been about 510 feet long or about 180 feet longer than the bridges on the proposed alignment.
 - 2. The crossing of Pig Creek would have involved either a channel change or two pipes as compared to one pipe on the proposed alignment.
 - 3. The lined channel change of the Electric Light Canal would have been substantially longer.
 - 4. The alignment would have been longer than the proposed alignment, thus increasing the construction, maintenance and road user costs.
 - 5. The alignment would have required the relocation of a natural gas substation.
 - 6. Although the alignment would have cleared the legal park boundary, it would not have cleared the actual park use area as the legal boundary is not physically represented on the ground.
 - 7. The alignment would have physically prohibited future

expansion of the park to the south.

- F. An alternate which would have utilized the currently proposed alignment, but with the Boulder River bridges lengthened to span a portion of the park has the following advantages:
 - 1. The alternate would have better preserved present and future park uses.
 - 2. The longer bridges would have provided some shade and shelter for park users.
 - 3. Although the actual take from the park would have remained at 3.5 acres, the most desirable 1.3+ acres could still have been utilized for park purposes.

However, the alternate was eliminated because of the following disadvantages:

- 1. The Boulder River bridges would have been about 320 feet longer or about 650 feet long as compared to about 330 feet long on the proposed alternate.
- 2. The taking of park land would still have been required.
- G. Alternate "G" is the "do-nothing alternate which may appeal to the people who would prefer that the Big

 Timber Greycliff Project not be built. Hardships and inconveniences would be present, for the local residents and distance travelers, should the existing highway or some less expensive modification of the existing roadway

be used resulting in high volume, high-speed traffic on a low-class highway. From a safety standpoint, this would be less than desirable.

The proposed highway will provide accesses to public and private lands and provide a higher standard of safety.

V. DISTRIBUTION

The draft environmental statement and 4(f) determination were distributed to and comments solicited from the following: *Indicates those agencies from which replies were received

*Department of Agriculture 630 Sansome Street San Francisco, California 94111

*U.S. Forest Service Federal Building Missoula, Montana 59801

Economic Development Administration 415 First Avenue North Seattle, Washington 98109

Weather Bureau
P.O. Box 11188
Federal Building
125 South State Street
Salt Lake City, Utah 84111

Office of Civil Defense Federal Regional Center Bothell, Washington 98011

*Corps of Engineers
Missouri River Division
Division Engineer
U.S. Army Engineer Division
Missouri River
(Downtown Station)
Omaha, Nebraska 68102

*Department of Health, Education & Welfare 9017 Federal Office Building 19th and Stout Streets Denver, Colorado 80202

*Department of Housing and Urban Development Federal Office Building 19th and Stout Streets Denver, Colorado 80202

*Indian Health Service 3 Seventh Street West P.O. Box 2143 Billings, Montana 59103 Bureau of Sport Fisheries & Wildlife (DOI) P.O. Box 3737 730 N.E. Pacific Street Portland, Oregon 97232

Federal Power Commission 555 Battery Street San Francisco, California 94111

*Dr. T.C. Byerly Office of Secretary of Agriculture Washington, D.C. 98109

*Bureau of Outdoor Recreation (DOI) Room 407, U.S. Courthouse Seattle, Washington 98104

Bureau of Land Management Federal Building 316 North 26th Street Billings, Montana 59101

Geological Survey-Topography Division Federal Center Denver, Colorado 80225

*Geological Survey
Water Resources Division
Federal Center
Denver, Colorado 80225

Soil Conservation Service Big Timber, Montana 59011

*Environmental Protection Agency Denver Federal Center Denver, Colorado 80225

*Bureau of Mines
Intermountain Field Operations Center
Denver, Colorado 80225

Federal Water Quality Administration Northwest Region Room 501, Pittock Block Portland, Oregon 97205

*Director
Montana Fish and Game Department
Sam W. Mitchell Building
Helena, Montana 59601

Council on Natural Resources and Development 425 Sam W. Mitchell Building Helena, Montana 59601

Sweetgrass County Commissioners Big Timber, Montana 59011

*Montana Aeronautics Commission P.O. Box 1698 Helena, Montana 59601

School Board
Big Timber, Montana 59011

Rural Electrification Administration Montana Associated Utilities Rainbow Western Hotel Great Falls, Montana 59401

Agricultural Stabilization and Conservation Service P.O. Box 670
Bozeman, Montana 59715

Postmaster
Big Timber, Montana 59011

*Director State Department of Health Helena, Montana 59601

Department of Planning and Economic Development Capitol Post Office Helena, Montana 59601

State Forester 2705 Spurgin Road Missoula, Montana 59801

*Montana Water Resources Board Sam W. Mitchell Building Helena, Montana 59601

Mountain Bell 441 North Park Avenue Helena, Montana 59601

VI. DATE DRAFT ENVIRONMENTAL STATEMENT AND 4(F) DETERMINATION MADE AVAILABLE TO C.E.Q.

June 9, 1971

FINAL STATEMENT

The following is a combination Environmental and Section 4(F)
Final Statement for Project I-90-7(18) 364, Big Timber - Greycliff.

I. PURPOSE

This project, part of the interstate highway system, is required by federal law to complete the four-lane interstate highway system. As this project is integrated with the total highway transportation system, it will provide safer, faster and more efficient transportation for both the local and long distance traveler than presently exists. This project, as part of the interstate, will have local, state and national significance as it becomes a part of that system.

II. DESCRIPTION OF PROJECT

As a general description, this project begins approximately one mile west of Big Timber; from this point it proceeds easterly bypassing south of Big Timber and crosses the Boulder River, where it continues east to a point immediately south of the Burlington-Northern Railroad, about 2.5± miles east of Big Timber; from this point it proceeds southeasterly along the railroad to the end of the project, which is approximately 0.5 miles west of Greycliff, Montana. The project has a total length of 10.5 miles.

More specifically, this project will be a four-lane, divided, controlled access interstate highway. Frontage roads and crossings over and under the highway are being provided as justified by the public, private or national requirements. This highway, as designed, will provide safer, faster and more efficient transportation for both local and long distance travelers; while also blending with and disturbing as little as possible, the natural beauty and environment of the area. The required right-of-way will average about 320 feet in width for the 10.5 mile project.

The only anticipated adverse environmental impact will be the taking of approximately 3.5 acres of park land near Big Timber.

The park land encountered is a 7.3± acre piece of property along the west bank of the Boulder River at the south edge of the City of Big Timber. A small stream called Pig Creek flows through the park. The area is locally known as Fireman's Island and has been used by the city for a number of years as a picnic area and for firemen's outdoor activities.

The local authorities having jurisdiction over the park have determined that the area has local significance only.

Over the years, the townspeople have been under the impression that they owned the property, but it was recently discovered that they did not. However, they do now, as the

area was decreed to the City of Big Timber in a quiet title action.

Existing improvements consist of two wooden foot bridges across Pig Creek, one long outdoor fireplace and a few picnic benches and tables. All are in poor condition, except for the long fireplace, which is in good condition.

The only improvement that will be taken by the proposed project is one of the two wooden foot bridges and it will be replaced.

Adequate vehicle parking is not now available near the park land and this factor has been and is a major deterrent to park development and usage.

Pages 89 through 90 are exhibits indicating the proposed alignment, the alternates considered and the park land encountered.

III. DESCRIPTION OF EXISTING ENVIRONMENT

A. HUMAN RESOURCES

The portion of the Yellowstone River Valley this project traverses is sparsely populated with the majority of the land being occupied by single family farm and ranching units. The small town of Big Timber, population 1660, is also within the reaches of this project. This town is primarily a small farming town of local market nature; providing services to the surrounding agricultural area.

Local education is available through high school.

However, for higher education, residents must leave the area. Billings, which is 80 miles to the east, and Bozeman, which is 60 miles to the west of Big Timber, both offer colleges.

Big Timber has doctor and hospital services available.

The economic and employment situation is fairly stable in accordance with the needs of the surrounding agricultural area. The economy of the area increases somewhat during the summer as the tourist and recreation volumes increase.

B. PHYSIOGRAPHY AND GEOLOGY

The project crosses the Boulder River about 2.5 miles above its confluence with the Yellowstone River. The Yellowstone River Valley through this area is about 3 miles wide.

The Crazy Mountains with elevations over 11,000 feet are to the northwest about 20 miles. To the south lie the rugged Absaroka Range with Montana's highest peaks. In summary, the project is located in a fairly large valley with many high picturesque mountains in the general area, some of which will be visible from the new project.

The area from just west of Big Timber to Greycliff includes rocks of the Cretaceous age, as well as the Quaternary Valley fill (silt, sand and gravel) of the Yellowstone River Valley. Approximately one-half mile

west of Big Timber is the eastern edge of a portion of the Livingston formation. It consists of water-laid volcanic material, mainly andesitic in composition, although it also includes agglomerate, conglomerate, sandstone and shale. Main transportation routes, for the most part, cross the Cretaceous Hell Creek formation from Big Timber to Greycliff. The Hell Creek formation consists of a somber-gray sandstone and greenish shaly clay and mudstone containing a few thin lignite and subbituminous coal beds. Gray cliffs south of the Yellowstone River near Greycliff are composed of Cretaceous volcanics, some of which are regarded as belonging to the Livingston formation.

C. LAND USE

With the exception of the town, which is urban, the land is used primarily as small farms and ranches. The majority of land is used for grazing, either dry or irrigated, with a smaller portion being used for hay or grain.

D. FISH AND WILDLIFE

There are three waterways, which support fish, in the area. The largest of these is the Yellowstone River which lies entirely north of the project and should not be adversely affected. The second waterway is the Boulder River located just east of Big Timber. It supports various species of fish including cutthroats,

Rainbow, Brook and mainly Brown Trout. There is also good fishing in the winter for Whitefish in the Boulder River. Two bridges will cross the Boulder River and some minor disturbance of the stream bed is expected in this area. However, there should be no significant adverse effect on fish or their habitat. Spring Creek, a small stream which will be crossed near the east end of the project, also supports fish of which trout is of the most interest. Care will be taken to preserve a natural meander which, if straightened, could adversely affect the fish habitat and also decrease the water supply for existing stream bank vegetation.

Deer and some antelope, located in the general area of this project, will in time learn to use the various crossings underneath the interstate or merely jump the fences. As there are currently roads and various fences located in the area, there should be no significant adverse effect to wildlife adaptation or habitat.

Upland birds, such as Hungarian Partridge, Chinese Pheasants, Sharptail Grouse and similar game will not be greatly affected as topsoil replacement and seeding will be done where required and damage held to a minimum.

Waterfowl such as Mallard, Teal, Coots and similar species will not be significantly affected, since current swampy areas will not be drained; although adequate drainage structures will be provided through the interstate.

The Montana Fish and Game Department has reviewed the project and their only comment was a request to perpetuate the Spring Creek meander, which will be done.

E. VEGETATION

The vegetation of the area is primarily native grasses consisting mainly of Blue Bunch Wheatgrass,

Needle and Thread and some short Kentucky Bluegrass with a small amount of sagebrush. The controlled grasses raised by the farmers and ranchers consist mainly of Crested Wheatgrass and Brome grass. There are also various seed crops raised in the area used for feed and sold at markets.

Along the streams, which provide adequate water, there are various types of trees present of which Cotton-woods are predominate.

F. CLIMATE

Compared to most areas of Montana, the Big Timber area and Yellowstone Valley in general has very moderate weather.

The average daily maximum and minimum temperatures for January are 36.8°F. and 16.5°F., and for July are 87.3°F. and 53.3°F. The average annual precipitation is is 14.57 inches, of which 10.35 inches fall as rain during April through September, the growing season.

For additional information on the area's climate, see pages 78 through 80.

G. TRANSPORTATION SYSTEMS

East-west freight train service is provided by the Burlington-Northern, Inc..

AMTRAK goes through Big Timber, but does not stop.

Its nearest stops are at Livingston, which is about 36 miles to the west and Billings, which is about 80 miles to the east.

East-west bus service is available with three busses in each direction stopping each day.

U.S. 10 is the present east-west arterial through
Big Timber, while U.S. 191 serves traffic to the north
and Secondary 298 serves traffic to the south. Following
the completion of I-90, it will be the east-west arterial,
but existing U.S. 10 will, for the most part, remain in
place for local use.

The area is served by a paved and lighted airport which is owned by the City of Big Timber and Sweetgrass County.

H. UTILITIES

The project will cross telephone, power, natural gas and city water lines, which will be adjusted and perpetuated in such a manner that service will be maintained both during and after the construction period.

IV. EVALUATION OF ENVIRONMENTAL IMPACT

A. ENVIRONMENTAL IMPACT OF PROPOSED ACTION

All disturbed areas on this project will be topsoiled

and seeded. This, along with the various erosion control devices incorporated into the project, will reduce the environmental impact on the area, which could occur from water and wind erosion if these steps were not taken.

The cut and fill slopes in the urban area near Big Timber will be topsoiled, fertilized, seeded and covered with a jute matting. This will improve the chances of obtaining good establishment and growth of cover for this urban area. Bridges and other drainage structures, where high water velocities are anticipated, will be riprapped to reduce the erosion and resulting sedimentation downstream.

As previously stated, deer will have to adjust to this new controlled access highway, but should have no problem doing so as there is a highway currently existing nearby.

At Spring Creek, a small stream which will be crossed near the east end of the project, the original plan was to remove a low water meander to direct this flow into the drainage structure. At the request of the Montana Fish and Game Department, the problem was studied further and it was found that the low water channel could be meandered without reducing the efficiency of the structure. During flood stage, this low water channel has very little influence on the major flow. As a result, the meander will be re-established, which should prevent any adverse effect on the stream bank growth due

to ground water changes. This should also prevent adverse changes to the fish habitat.

The project also traverses through a few tipi rings. The site was investigated by Mr. D.E. Fredlund, State Archaeologist, who has certified that no significant archaeological antiquities will be destroyed by the proposed construction in the examined area. For further details of this site and the certification, please refer to the archaeological report which is included on pages 81 through 87.

About 250 feet north of the proposed north right-of-way line at Station 1798+10 is the City of Big Timber's auxiliary water supply. This is a ground water source that is charged by Pig Creek. Neither the facility nor the supply of water will be disturbed by the proposed project.

The right-of-way, which will average about 320 feet in width for the 10.5+ mile project, will, for the most part, consist of relatively low value pasture and hay land.

B. ADVERSE ENVIRONMENTAL IMPACTS WHICH CANNOT BE AVOIDED

The only significant adverse environmental impact will be the taking of approximately 3.5 acres of park land near Big Timber.

The park encountered is a 7.3+ acre piece of property along the west bank of the Boulder River near the south

edge of Big Timber. Of the 3.8± acres remaining following the construction of the interstate, 1.2± acres will be south of the interstate and 2.6± acres will be north of the interstate. The proposed project will include a footpath under the Boulder River bridges to connect the remaining portions of park, as seen on page 98.

One of the two existing footbridges over Pig Creek will be taken by the proposed construction and it will be replaced with two foot bridges. The outdoor fireplace and the picnic benches and tables are on the portion of the park that will remain south of the interstate, as seen on page 98. The fireplace and picnic equipment will not be disturbed by the proposed construction.

C. ALTERNATIVES

Several alternate routes were studied for this project. Through public hearings and working with the public and various public agencies, we selected and developed the project on the present alignment. The total length, with the exception of the area around Big Timber, parallels the Burlington Northern Railroad, which in itself creates a physical barrier which segregates the rural land. Along this project access will be provided by interchanges, grade separation structures, stream bridges and smaller private and joint-use structures. The alignment around the town of Big Timber, as previously stated, was coordinated with the local offi-

cials and public. In fact, the present alignment with access being provided by the two interchanges was preferred almost unanimously by the people at the corridor public hearing which was held in April, 1967.

Prior to location approval, which was secured in January, 1968, three major alternates in the vicinity of Big Timber were considered. These are shown on the exhibits on pages 89 and 90.

1. Alternate "A"

Alternate "A", which unfortunately involves the taking of about 3.5 acres of park land, was the alternate that was adopted, mainly because it was the one favored by the local people.

2. Alternate "B"

Alternate "B" would have been further from the City of Big Timber and would have severed more and higher value agricultural land. The basic disadvantage was the local feeling that its distance from town would have caused an economic loss to the business community.

3. Alternate "C"

Alternate "C" would have been further from the city and would have traversed more prime agricultural land than either of the others. Here again, the major disadvantage was the fear that its distance from town would have caused an economic loss to the business community.

During the development of the 4(f) determination, four other alternates were considered:

4. Alternate "D"

Alternate "D" would have consisted of an alignment shift of about 100 feet to the south. It was considered because it would have resulted in the remaining park land being in one rather than two parts. However, after careful consideration, this alternate was eliminated for the following reasons:

- a. The required take would have remained the same at about 3.5 acres.
- b. The line shift would have destroyed the existing site improvements, whereas the park land to be taken utilizing the proposed alignment is unimproved.
- c. Assuming that the present limited parking is supplemented with an additional area south of the interstate, as the city desires, this new parking area would be separated from the park by the interstate. Thus, a walkway would still be required under the Boulder River Bridge, as presently proposed.

5. Alternate "E"

Alternate "E" would have consisted of an alignment shift of about 465 feet to the south. This was considered, as it would have avoided taking any actual park land, but was eliminated for the following reasons:

- a. The Boulder River Bridge would have been about 510 feet long or about 180 feet longer than the bridges on the proposed alignment.
- b. The crossing of Pig Creek would have involved either a channel change or two pipes, as compared to one pipe on the proposed alignment.
- c. The lined channel change of the Electric Light Canal would have been substantially longer.
- d. The alignment would have been longer than the proposed alignment, thus increasing the construction, maintenance and road user costs.
- e. The alignment would have required the relocation of a natural gas substation.
- f. Although the alignment would have cleared the legal park boundary, it would not have cleared the actual park use area, as the legal boundary is not legally represented on the ground.
- g. The alignment would have physically prohibited future expansion of the park to the south.

6. Alternate "F"

Alternate "F" would have utilized the currently proposed alignment, but with the Boulder River bridges lengthened to span a portion of the park.

The advantages of this alternate include:

a. The alternate would have better preserved present and future park uses.

- b. The longer bridges would have provided some shade and shelter for park users.
- c. Although the actual take from the park would have remained at 3.5 acres, the most desirable

 1.3+ acres could still have been utilized for park purposes as a multiple use concept. However, the alternate was eliminated because of the following disadvantages:
 - (1) The Boulder River bridges would have been about 320 feet longer or about 650 feet long, as compared to about 330 feet long on the proposed alternate.
 - (2) The taking of park land would still have been required.

7. Alternate "G"

Alternate "G" is the "do-nothing" alternate which may appeal to the people who would prefer that the Big Timber - Greycliff Project not be built. Hard-ships and inconveniences would be present for the local residents and distance travelers should the existing highway or some less expensive modification of the existing roadway be used, resulting in high volume, high-speed traffic on a low-class highway. From a safety standpoint, this would be less than desirable.

The proposed highway will provide access as to

public and private lands and provide a higher standard
of safety.

It has, therefore, been determined that there are no prudent alternatives to the use of the 3.5 acres of park land.

D. RELATIONSHIP BETWEEN SHORT-TERM USES AND LONG-TERM PRODUCTIVITY

This area is primarily rural ranching oriented. However, some of the businesses in Big Timber are tourist oriented. Both of these are considered long-term businesses. The tourist business should be enhanced by the interstate, as it will promote more tourist traffic.

The ranching operations, after they become accustomed to the controlled access highway will not be adversely affected. From the short term viewpoint, the ranchers will be compensated for the land required for the interstate construction.

E. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The land taken for right-of-way will result in the loss of some agricultural production from this area. However, this project was carefully located so the majority of the land required is dry pasture or swampy and thus is not highly productive. This is the only known irretrievable commitment of resources. The right-of-way will average about 320 feet in width for the 10.5± mile project.

V. BENEFITS

A. LOCAL

This project will benefit the local residents by taking the high-volume, high-speed traffic off the present highway and putting it on the interstate. This will provide the local people with a safer, faster road to travel.

B. COMMUNITY

This project will benefit the community by giving them a better transportation facility for their personal use and it will also aid their economic activity by promoting more tourism.

C. STATE

This project will benefit the state by providing the tourists and other traffic traveling this route a safer, faster and more efficient road.

D. NATION

This project will benefit the nation because it will be an important part of the National System of Interstate and Defense Highways.

VI. MEASURES TAKEN TO MINIMIZE HARM TO PARK LANDS

The State of Montana Department of Highways is requesting approval of a proposed Interstate Highway Project which will require approximately 3.5 acres of park land near Big Timber, Montana. Accordingly, approval of the project is permissable by Section 4(f) of the Department of Transportation Act and

and Section 138 of Title 23, U.S.C., only if:

- 1. There is no feasible and prudent alternative to the use of such land, and
- 2. Such program includes all possible planning to minimize harm resulting from such use.

This statement, therefore, sets forth that determination pursuant to Section 4(f) of the Department of Transportation Act and Section 138 of Title 23, U.S.C.

The mayor and city council have given their approval to the taking of the 3.5+ acres of park property provided that:

- A. Foot traffic be perpetuated across Pig Creek in the area where the proposed construction will eliminate one of the existing wooden foot bridges. This will be accomplished by providing two replacement foot bridges as shown on page 98.
- B. A parking area be provided near the portion of the park which is to remain south of the interstate. This will be accomplished by providing 1.3+ acre parking area a short distance southwest of the park adjacent to McLeod Road. This 1.3 acre parking area will be deeded to the city as seen on the exhibit on page 98.
- C. A paved pathway be constructed from the parking area to the park. This will be accomplished by providing the pathway as indicated on the exhibit on page 98.
- D. A paved pathway be provided under the Boulder River bridges to connect the two remaining portions of park.

This will be accomplished by providing the pathway as indicated on the exhibit on page 98 with typical sections shown on page 105.

E. In addition to meeting the four provisions requested by the mayor and city council of the City of Big Timber, as previously mentioned, replacement lands and/or facilities will be provided for the lands acquired or disturbed by this proposed project. A replacement area of 2.2± acres and also connected in part to the parking area. The two areas, totaling 3.5± acres, are involved as replacement, as indicated on page 27 and will be deeded to the city.

Pages 70 and 71 are letters from the city indicating approval of the current planning.

To provide for rapid regrowth of roadside cover in the urban area and the vicinity of the park, damages will be held to a minimum and all cut and fill slopes will be top-soiled and covered with a jute matting impregnated with seeds and fertilizer.

All other disturbed areas on the project will be topsoiled and seeded.

We feel that we have complied with the wishes of the governing body in regard to this park, and thus are in compliance with Section 4(f) of the Department of Transportation Act.

It is our determination that there are no prudent

alternatives to the use of the park land near Big Timber, and that all possible planning to minimize harm resulting from use of subject park land has been carried out.

VII. COMMENTS FROM OTHER AGENCIES

Following are letters received from other agencies commenting on the Draft Environmental Statement and 4(f) Determination.

Where a response is in order, it follows the letter of comment.



MONTANA WATER RESOURCES BOARD

SAPI W. MITCHELL BUILDING HELENA, DIDNIANA SDGDI

GOVERNOR FORREST H. ANDERSON, CHAIRMAN

WILBUR WHITE, VICE CHAIRMAN AND SECRETARY, TWODOT HOMER C BAILEY, CORVALLIS RILEY OSTBY, WOLF POINT

DOUGLAS G. SMITH, DIRECTOR, HELENA EVERETT REDEEN. FORSYTH JOSEPH B. REBER. HELENA

June 17, 1971



Mr. Lewis Chittim State Highway Engineer Montana Highway Department Helena, Montana

Dear Lew:

We have received your request for us to review your environmental consideration for the Big Timber - Greycliff Project. This has been turned over to our "Environmental Impact Committee" and will be reviewed by the various disciplines within the Montana Water Resources Board. Our review will be back to you by July 24, 1971.

We appreciate having the opportunity to examine your considerations.

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MONTANA WATER RESOURCES BOARD

SAPA VV. PINTOMETAL BRUHLDUNG HIELENA, DIONTANA SEDIEDA

GOVERNOR FORREST H. ANDERSON, CHAIRMAN

WILBUR WHITE, VICE CHAIRMAN AND SECRETARY, TWODOT HOMER C. BAILEY, CORVALLIS RILEY OSTBY, WOLF POINT.

JUL 20 1971

RELENA, MONTANA

DOUGLAS G. SMITH, DIRECTOR, HELENA EVERETT REDEEN, FORSYTH JOSEPH B. REBER, HELENA

July 19, 1971

In reply refer to: Water Resources Division

Mr. Lewis M. Chittim State Highway Engineer Highway Department Helena, Montana

Dear Mr. Chittim:

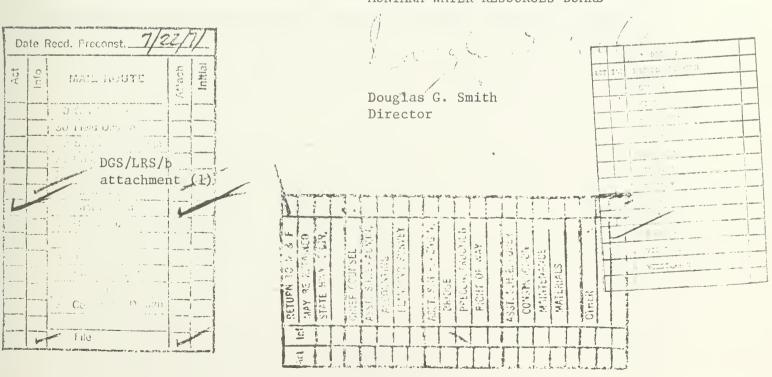
We thank you for the opportunity to comment upon your draft E.I.S.

on the Big Timber-Greycliff interstate highway project.

We hope that you will find the attached comments of help.

Sincerely,

MONTANA WATER RESOURCES BOARD



MONTANA WATER RESOURCES BOARD COMMENTS ON THE DRAFT E.I.S. FOR THE BIG TIMBER-GREYCLIFF PROJECT

This section of the Yellowstone River lends itself to many good fishing access sites. We feel the availability of these sites should be protected by having adequate underpasses constructed in this section of the highway.

We feel the section "Physiography and Geology" is inadequate,
specifically in Geology. Our idea is, Geology could have been emphasized
.
somewhat stronger in this draft statement.

Our final comment is on the timing of E.I.S.'s. We would like to review draft statements at the earliest time possible in the progress of each project. This would enable us to provide more criticism on alignment and to suggest alternate routes to the proposed plan. We felt this project was too far along to criticize constructively on its road alignment.

Underpasses will be provided as appropriate to perpetuate the existing local road system.

The section on "Physiography and Geology" has been rewritten to place more emphasis on geology.

This project was well along in its development before environmental statements and 4(f) determinations were required. They were, therefore, unfortunately prepared late in the development of the project. On virgin projects, such documents are prepared much earlier.

STATE OF MONTANA

OFFICERS:

JACK R. HUGHES, CHAIRMAN MISSOULA JOHN HEBBELMAN, JR., VICE-CHAIRMAN CHINOOK

DR. B. P. LITTLE, SECRETARY

GLASGOW

DIRECTOR:

WILLIAM E. HUNT



MEMBERS:

DAVID L. MATOVICH COLUMBUS

ROBERT G. BRICKER

CLARENCE R. ANTHONY

JAMES A. STEFFECK

AERONAUTICS COMMISSION

P. O. BOX 1698 HELENA, MONTANA 59601

TELEPHONE 406 449-2506

25 June 1971

Montana Highway Commission 6th Avenue & Roberts Helena, Montana 59601

Attention: Grover O. Powers, P.E.

Re: I90-7 (18) 364

Big Timber - Greycliff

File: 260 - Big Timber

Gentlemen:

The following shall constitute the Montana Aeronautics Commission reply to your request for review of the environmental statement provided for the above-stated Interstate Highway project.

The Montana Aeronautics Commission will concur that the benefits derived from the proposed project will justify its conclusion. We would ask that you correct the statement that "Big Timber has a turf surfaced city airport". The public use general aviation airport, owned by the City of Big Timber and Sweetgrass County, is a paved and lighted facility.

The environmental statement does not make clear what steps are taken to provide access to the airport from the City of Big Timber after the completion of the Interstate 90 project, which will be constructed between the City and the airport.

Sincerely yours,

William E. Hunt, Director

Horto M. Rauscher Worthie M. Rauscher

Worthle M. Rauscher Deputy Director

WMR:mcf

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The statement about the airport has been corrected to indicate that it is a paved and lighted facility.

The road serving the airport will be separated over the interstate to perpetuate the present access.



DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

PUBLIC HEALTH SERVICE

HEALTH SERVICES AND MENTAL HEALTH ADMINISTRATION

June 28, 1971

Our Reference: OEH

BILLINGS AREA
INDIAN HEALTH SERVICE
3 SEVENTH STREET, WEST
P. O. BOX 2143

MONTANA HICHWAY COMMISSION

JUN 30 1971

HELENA, MONTANA

Mr. Lewis M. Chittim, P.E. State Highway Engineer Montana State Highway Commission Helena, Montana 59601

Dear Mr. Chittim:

The Indian Health Service has received Draft Environmental Impact.

Statements from your office for two (2) projects, L, 90-7 (18) 364

Big Timber - Greycliff and F 268 (7) Ryegate - East. Since neither of these projects are on or in close proximity to Indian land we have no comments to make.

Sincerely yours,

- 36 -

UNITED STATES DEPARTMENT OF AGRICULTURE FOREST SERVICE

Region 1 Missoula, Montana 59801

REPLY TO: 7700 Transportation System JUL 2 - 1971

SUBJECT:

Draft Environmental Impact Statement - I 90-7(18)364 Big Timber-Greycliff (your ltr. 6/9)

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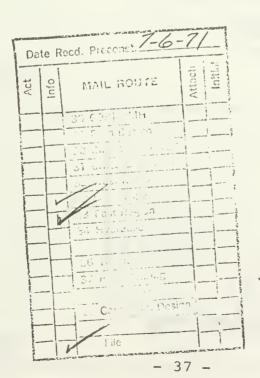
TO: Lewis M. Chittim, P.E. State Highway Engineer Montana Highway Commission Helena, Montana 59601

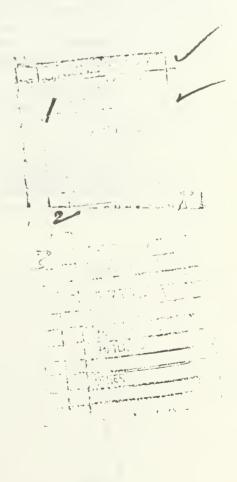
1971 JUL 6

We have reviewed the Draft Environmental Impact Statement that you prepared for the Big Timber-Greycliff project. We have no comments on the statement.

STEVE YURICH

Regional Forester





UNITED STATES DEPARTMENT OF AGRICULTURE FOREST SERVICE

630 Sansome Street
San Francisco, California 94111

1920

July 6, 1971

Montana Highway Commission Helena, Montana 59601



Gentlemen:

This is in response to your letter 33-WHW, I 90-7(18)364, Big Timber-Greycliff, dated June 9, 1971.

Your letter is addressed to "Department of Agriculture, 630 Sansome Street, San Francisco, California 94111." Can you identify the USDA agency who is to review this material? Since it is a Draft Environmental Statement for a proposed highway, it would seem that the copy provided to the Forest Service Regional Office in Missoula would suffice for Forest Service purposes.

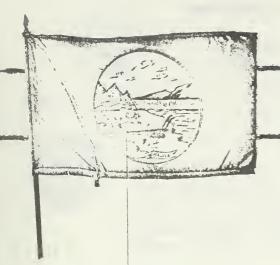
However, if your distribution is in connection with some other request, and you advise us further, we will accomplish delivery.

Sincerely,

W. R. KINWORTHY

Acting Regional Engineer

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MONTANA HIGHWAY COMMISSIN

Helena, Montana 59601

July 21, 1971

33-WHW

I 90-7(18)364 Big Timber-Greycliff

United States Department of Agriculture Forest Service 630 Sansome Street San Francisco, California 94111

Gentlemen:

Please refer to your letter concerning the deposition of the Draft Environmental Statement on this project. Your office at this address is presently on our mailing list for Environmental Statements and the statement was submitted for your information. However, as you stated, perhaps the copy submitted to the Forest Service Regional Office in Missoula, is sufficient.

If this is true and you wish to be removed from the mailing list, please advise.

Very truly yours,

LEWIS M. CHITTIM, P.E., State Highway Engineer

Grover O. Powers, P.E., Preconstruction Engineer

33-GOP/WHW/1m

cc: W.H. Walters



JOHN D WHEELER

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE

AUG 12 1971 630 Sansome Street
Francisco, California 94111

1920

August 10, 1971



Montana Highway Commission Helena, Montana 59601

Gentlemen:

Thank you for your letter 33-WHW, I 90-7(18)364, Big Timber-Greycliff, dated July 21, 1971, which replied to our letter dated July 6, 1971, concerning the Draft Environmental Statement on this project.

Please remove our name from your mailing list for future Statements as the copy you submit to the Forest Service Regional Office in Missoula is sufficient. We are only concerned with environmental statements covering forests in the California Region.

Sincerely,

D. C. TURNER

Regional Engineer

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DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

FEDERAL BUILDING, 19th AND STOUT STREETS
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July 6, 1971

REGION VIII

JUL 9 1971

CHELENA, MONTANA

Mr. Grever O. Powers
Preconstruction Engineer
Montana Highway Commission
Helena, Montana 59601

IN REPLY REFER TO:

Your reference: I 90-7(18)364 Big Timber -Greycliff

Dear Mr. Powers:

Subject: Comments on Draft Environmental Impact Statement Interstate Highway Construction - Big Timber to
Greycliff, Montana

We have reviewed the subject draft Environmental Impact Statement which was transmitted to us by your letter of June 9, 1971.

This Environmental Impact Statement provides sufficient general information concerning the impact of the proposed project on the environment to enable us to evaluate this aspect of the project. As you know, HUD is primarily concerned with (1) the effect of a proposed action on the environment, and (2) the consistency of such action with the comprehensive planning for the area.

We have only one comment in regard to the proposed project. You should consider methods of minimizing, in the urban area near Big Timber, the adverse environmental effects that are inherent in construction activities; i.e., noise pollution, air pollution, etc.

If you have any questions concerning the above comment, please do not hesitate to contact us.

Sincerely,

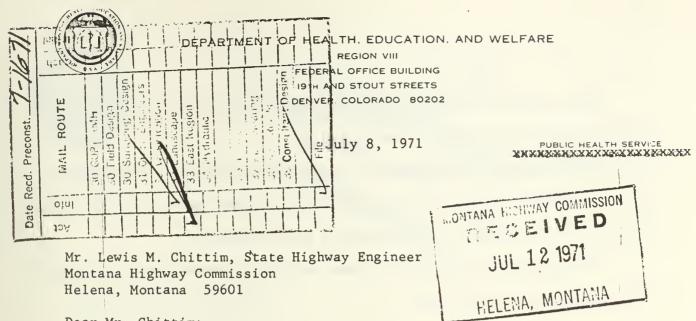
Robert J. Matuschek

Special Assistant

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The contractor will be required to acquaint himself with and meet all applicable federal, state and local requirements relating to water, air and noise pollution.



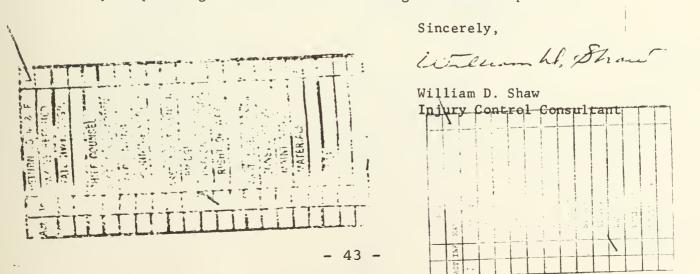
Dear Mr. Chittim:

Your letter requesting comments on draft environmental impact statement, Project I-90-7(18)364, Big Timber-Greycliff, has been referred to this office for reply.

In your draft environmental impact statement, under human resources you state that Big Timber has doctor and hospital services available. We are concerned with whether or not there are adequate emergency medical care facilities, including emergency room and ambulance facilities. We would therefore suggest that your department consult with the Montana Health Department Emergency Health Services Section so that adequate planning could be made for emergency medical care as needed during the course of construction.

The Emergency Health Services Section of the Montana Health Department has done extensive work in upgrading emergency care facilities throughout the state. We are concerned that Big Timber, having such a small population and being of such distance from Billings and Bozeman, would not have adequate care available.

Also, we do not find in the draft environmental statement, any mention of the accident experience in this area. There is some mention that deer will have to adjust to this new controlled access highway but there is no mention as to whether the highway will have fencing or lighting to reduce deer-auto accidents. A reduction of this type accident experience should be considered in your planning if indeed there is a high accident experience.



The State of Montana Board of Health was furnished a copy of the draft and found it acceptable.

Deer-automobile accidents are not as serious a problem in the Big Timber area as they are in many other parts of the state.

No special treatment is planned in this regard.

The Big Timber hospital does have both emergency facilities and ambulance facilities.



MROED-DC

DEPARTMENT OF THE ARMY OMAHA DISTRICT SORPS OF ENGINEERS

OMAHA. NEBRASKA ORIOZ

OMAHA. ORIOZ

OMAH

Mr. Grover O. Powers, P.E. Preconstruction Engineer Montana Highway Commission Helena, Montana 59601

Dear Mr. Powers:

Referring to your letters of 27 May 1971 and 9 June 1971 concerning the Drexel East and West, and Big Timber-Greycliff projects, respectively. Drexel East and West is designated I 90-1(12)22 and Big Timber-Greycliff is designated I 90-7(18)364.

The proposed projects would have no effect upon existing Corps of Engineers projects or upon potential projects being considered by this District.

The road segments traverse areas subject to high intensity storms, flood runoff and erosion. All segments which might be subject to erosion should be protected. All river crossings should provide sufficient floodway to preclude increasing the flood hazard.

Sincerely yours, Chief Engineering Division Erosion control measures will be incorporated into the design.

All river and stream crossing facilities will be designed to accommodate up to 50-year frequency floods.



United States Department of the Interior

GEOLOGICAL SURVEY Denver Federal Center Denver, Colorado 80225

Water Resources Division

IN REPLY REFER TO: Your ref: I 90-7(18)364

" "ONTAN" Big Timber-Greycliff

TVED

July 13, 1971

JUL 14 1971

TY CO TISSION

HELENA, MONTANA

State Highway Engineer Montana Highway Commission Helena, Montana 59601

Dear Sir:

cc:

EAY T

We have reviewed the environmental impact statement for Big Timber-Greycliff transmitted with your letter of June 9, 1971. We suggest changing the word "south" to "north" in the third sentence of Item 4, FISH AND WILDLIFE, as the Yellowstone River is north of the project. The water resources of the area are not specifically discussed in the proposal. However, based on our limited knowledge of the water resources of the area and on the description of the project, we see no reason to anticipate adverse lasting effects to the water resources of the area from the project as proposed.

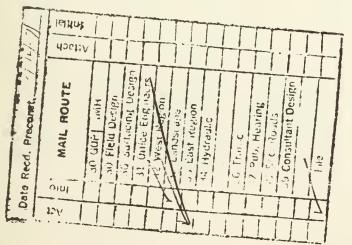
Yours very truly,

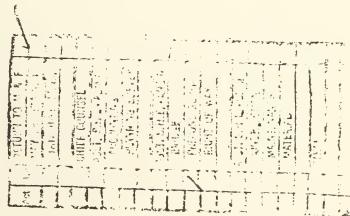
Just B Whom Hugh H. Hudson

Staff Hydrologist

District Chief, WRD, Helena, Montana

G. H. Davis, Washington, D.C., Code 4300 0016





The south for north error has been corrected.



UNITED STATES DEPARTMENT OF THE INTERIOR BUREAU OF MINES

Intermountain Field Operation Center

BUILDING 20
DENVER FEDERAL CENTER
DENVER, COLORADO 80225

July 13, 1971

Office of ONTANA HOLY COMMISSION Chief JUL 15 1971

HELENA, MONTANA

Mr. Lewis M. Chittim, P.E. State Highway Engineer Montana Highway Commission Helena, Montana 59601

Dear Mr. Chittim:

As requested by Grover O. Powers in his letter of June 9, we have reviewed the draft environmental statement on Big Timber-Greycliff, Project I 90-7(18)364.

Recent mineral output in Sweet Grass County, the locale of the project, has been limited to insignificant quantities of sand and gravel. It is noted that the project makes provisions for adjusting telephone, power, natural gas, and city water lines. Any possible conflicts of the project with local operators of sand and gravel pits, if they are present, likewise should be mentioned in the statement.

Sincerely yours,

O. M. Bishop, Chief

Intermountain Field Operation Center

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No conflicts with local sand and gravel operations are anticipated.

UNITED STATES DEPARTMENT OF AGRICULTURE

SOIL CONSERVATION SERVICE

Washington, D. C. 20250

Mr. Lewis M. Chittim State Highway Engineer Montana Highway Commission Helana, Montana 59601 JUL 2 0 MAN COMMISSION
TO TO THE PARTY COMMISSION
JUL 2 3 1971
HELENA, MONTARA

Re: I 90-7(18)364, Big Timber-Greycliff I 90-(13)27-35, St. Regis-East & West

Dear Mr. Chittim:

The draft environmental impact statements for the referenced projects that were sent to Dr. T. C. Byerly on June 9, 1971, and June 21, 1971, were referred to the USDA Soil Conservation Service for review and comments.

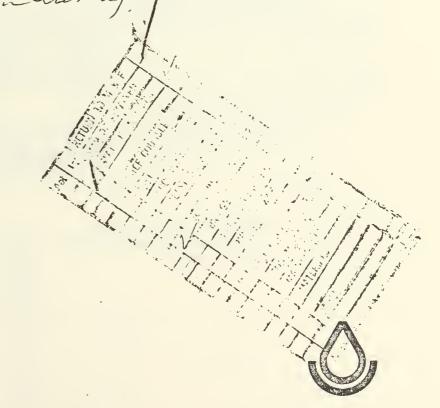
The Soil Conservation Service has no comment to make on either of these draft environmental impact statements.

These two statements are being sent to Mr. A. B. Linford, State Conservationist for Montana located at Bozeman, Montana, for his use and information.

Sincerely,

Actine Administrator

Date Rec I. Preconst. 7-26-7/



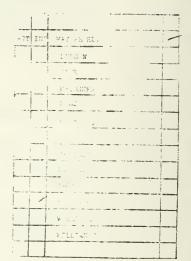
STATE OF MONTANA



DEPARTMENT OF

Fish and Game

Helena, Montana 59601 July 27, 1971



Mr. Lewis M. Chittim State Highway Engineer Montana Highway Department Helena, Montana 59601

Dear Lew:

We have reviewed the Draft Environmental Impact Statement for Project I 90-7(18)364, Big Timber-Greycliff, as requested.

No wildlife problems are anticipated on this project if it is implemented as planned.

Sincerely,

FRANK H. DUNKLE STATE FISH AND GAME DIRECTOR

RALPH W. BOLAND, ASSISTANT CHIEF

ENVIRONMENTAL RESOURCES DIVISION

RWB/sd

Department of Planning and Economic Development Fletcher Newby

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ED STATES GOVERNMENI DEPARTMENT OF OFFICE OF THE SECRETARY Memorandum Draft Environmental Impact Statement and In reply TEU-12 : Section 4(f) Determination: Project SUBJECT: refer to: I-90-7(18)364, Big Timber, Greycliff, Montana 1/35 /. S Assistant Secretary for Environment FROM : and Urban Systems H. N. Stewart, Division Engineer, FHWA, FACTA . Helena, Montana AUST This office has reviewed the draft environmental impact statement and and Section 4(f) findings for the proposed section of I-90 in Big Timber, Co. T. Montana. We would suggest that the final package provide additional information on certain aspects of the project. First, these documents do not specify how many acres of parkland are to be taken, nor how the city will be compensated for the use of this property. In addition, the second page of the 4(f) submission lists four measures that would serve to minimize harm to the Firemen's Island Park; however, the following sentence indicates that FHWA was not provided with enough information to determine if these items were eligible for Federal assistance. The revised version should clearly indicate whether anticipated funds will be sufficient to cover the cost of implementing the recommended measures. A letter attached to the draft also raises a question about possible damage to Big Timber's auxiliary water source, an issue which should be addressed in the final environmental impact statement.

We look forward to receiving the final statement and 4(f) submission, including any other comments received from the general public and other

public agencies on the draft statement.

Assistant Secretary

Regional Federal Highway Administrator

Portland, Oregon

TO

No planting, other than grass, is currently proposed.

The statement now indicates how much park land will be taken and how the city will be compensated beginning on page 26.

A discussion of Big Timber's auxiliary water source is now included on page 19.

The deficient information or supporting material, concerning federal assistance in the draft 4(f) statement has been sufficiently revised and updated to adequately provide determination or sufficient funding.



STATE OF MONTANA.

IMENT OF HIGHWAY

HELENA, MONTANA 59601

November 10, 1972

H J ANDERSON DIRECTOR OF HIGHWAYS

> 33-WHW IN REPLY REFER TO-

I 90-7 (18) 364 Big Timber-Greycliff

Assistant Secretary Program Policy Department of Interior Washington, D.C. 20240

Attention: Director,

Environmental Project Review

Dear Sir:

Your office did not receive the opportunity to comment on the draft environmental statement on this project. At the time the draft was distributed for comment, June 9, 1971, our policy was to send the draft to the various agencies rather than the Department of Interior. In accordance with this policy, we solicited comments from the Geological Survey, the Bureau of Mines, the Bureau of Sport Fisheries, and the Bureau of Outdoor Recreation.

Enclosed please find 12 copies of the final statement for your review and/or comments. Your comments, if any, will be included in the final copies submitted to the Department of Transportation. Please note the construction comments on page 53 from the Bureau of Outdoor Recreation.

Due to the schedule of this project, proposed letting date December, 1973, we would be very appreciative of any and all efforts you can take to expedite your review of this statement.

Very truly yours,

H. J. ANDERSON DIRECTOR OF HIGHWAYS

33:GOP /SCK/WHW/pi V. C. Kologi Grover O. Powers, P.E.,

Supervisor - Preconstruction

Section

GEORGE VUCANOVICH, CHAIRMAN

G. R. COONEY AND CONTRACTOR OF PROPERTY.

P. L. BACHELLER

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JOHN D WHEELER, SECRETARY



UNITED STATES DEPARTMENT OF THE INTERIOR

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

E3039 ER 72/1304

JAN 1 5 1973

Dear Mr. Anderson:

This is in response to your November 10, 1972, letter requesting comments on the final environmental/Section 4(f) statement for construction of Interstate 90, Big Timber-Greycliff, Sweet Grass County, Montana.

Section 4(f) Comments

We are pleased to acknowledge that the final statement deals effectively with the constructive comments made in the Bureau of Outdoor Recreation's letter of August 4, 1971, to Mr. Chittim, State Highway Engineer. We believe the final statement adequately presents the case that there is no feasible and prudent alternative. Also, measures to assure minimum harm to the parkland area appear to be fair and acceptable. Specifically, we note that plans have been made to construct two foot bridges, a parking area and two paved pathways in order to compensate for the loss of approximately 3.5 acres of parkland. These measures appear satisfactory.

Data contained in the final statement regarding detailed descriptions of Alternates B through G, reasons for rejecting these alternates, and other related information with respect to Section 4(f) determination are of particular interest to us.

The Department of the Interior offers no objection to Section 4(f) approval of the subject project by the Secretary of Transportation.

Environmental Statement Comments

The final statement does not include information on possible historic sites in the area involved. We suggest inserting evidence of consultation with the State Liaison Officer for the National Register of

Historic Places as to the presence or absence of such resources in the area. His address: Chief of Recreation and Parks Division, Department of Fish and Game, State of Montana, Mitchell Building, Helena, Montana 59601.

Sincerely yours,

Deputy Assistant Secretary of the Interior

Mr. H. J. Anderson Director of Highways Department of Highways Helena, Montana 59601

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STATE OF MONTANA



DEPARTMENT OF

FISH AND GARIE

Helena, Montana February 21, 1973

Re: I 90-7 (18) 364

Big Timber-Greycliff

Mr. H. J. Anderson Director of Highways Department of Highways Helena, Montana 59601

Attention: Grover O. Powers

Dear Mr. Anderson:

We have reviewed the Big Timber-Greycliff project with reference to involvement with any historic sites on the National Register of Historic Places. We find that the routing does not interfere with any sites on the National Register or on the State Historic Sites Inventory.

We have no objections to the routing as you have shown it.

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ACR / b.d

ACR / b.d

OTHER

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Sincerely,

Ashley C. Roberts

Administrator

Recreation and Parks Division

TOVED

AUG - 5 1971

UNITED STATES ELENA MEREPARTMENT OF THE INTERIOR

BUREAU OF OUTDOOR RECREATION

IN REPLY REFER TO:

PACIFIC NORTHWEST REGION 1000 SECOND AVENUE SEATTLE, WASHINGTON 98104

D36 Your reference: 33-WHW I 90-7(18)364 Big Timber-Greycliff

AUG 4 1971

Lewis M. Chittim, P.E. State Highway Engineer Montana Highway Commission Helena, Montana 59601

Dear Mr. Chittim:

We have reviewed the Draft Environmental Statement and Section 4(f) Determination for the above referenced project received with your letter of June 9. Respecting the statement, we have the following comments:

- Under 3. Description of the Existing Environment. There is no reference to the existing park located near Big Timber and described later in the Section 4(f) Determination, nor any other outdoor recreation resources that may be involved.
- Under 6. A. Environmental Impact of the Proposed Action. There is no description of the sum total impact of the total 10 miles of the project. Only a few smaller portions and aspects are discussed.
- 3. Under 6. B. Adverse Environmental Effects Which Cannot be Avoided. Some reference to adverse impacts, if any, on Boulder Creek and the other creeks should be made. We presume these receive some recreational use.
- 4. Under 6. C. Alternatives. The routes studied should be explained for the consideration of reviewers. A graphic plan illustrating these would be helpful,

Respecting the Section 4(f) Determination, we have the following preliminary comments. Please note that the official comments of this Bureau's Director will be made when a final Section 4(f) Determination has been submitted through the Department of Transportation to him.

- 1. The local authorities having jursidiction have, in effect, found the area to be of local significance in terms of the requirements of Section 4(f). This should be so stated.
- 2. The intent of Section 4(f) procedurally is first to preserve park lands and secondly to reduce harm to them if they cannot be preserved. Therefore, evidence of the absence of "...feasible and prudent alternatives..." should be clearly indicated. Alternatives A, B, and C should be illustrated in some detail and the reasons for their rejection stated. When such information on alternatives is available, we would then be pleased to express a preliminary opinion respecting alternatives.

Assuming it can be demonstrated that there is no feasible and prudent alternative, then measures to minimize harm to the land remaining in the park after right-of-way taking should be indicated. The four items proposed would assist. However, the compensation for loss of land taken from park use generally, as not even a minimum, should always include replacement.

We trust these comments will assist you in preparing the final documents. We appreciate the opportunity to review these preliminary documents.

Sincerely yours,

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Maurice H. Lundy Regional Director

(S) E. E. / Han

Acting Regional Director

T.C. alle,

Comment #1 on Draft Environmental Statement

A description of the park is now included in II. <u>DESCRIPTION</u>
OF PROJECT.

No other outdoor recreational resources are involved.

Comment #2 on Draft Environmental Statement

As indicated in the statement, the only anticipated significant adverse environmental impact is the taking of about 3.5 acres of park land.

Comment #3 on Draft Environmental Statement

Bridges will be provided across the Boulder River so no adverse environmental impact on it is anticipated.

The re-establishment of a meander loop on Spring Creek is discussed on page 18.

Comment #4 on Draft Environmental Statement

The alternates are discussed on pages 1 through 5 and 29 through 25 and shown on the exhibits on pages 89 and 90.

Comment #1 on 4(F) Determination

The requested statement regarding local significance has been included on pages 11 and 12.

Comment #2 on 4(F) Determination

The alternates are discussed on pages 1 through 5 and 20 through 25 and shown on the exhibits on pages 89 and 90.

The measures taken to minimize harm to park lands are discussed on pages 26 through 29. The park land will be replaced.

ENVIRONMENTAL PROTECTION AGENCY

THE STATE OF THE S

AUG - 9 1971

HELENA, MONTANA

REGION VIII
SUITE 900, 1860 LINCOLN STREET
DENVER, COLORADO 80203

August 5, 1971

Date Racd - Preconst. Continued in the Route Rou

Mr. Lewis M. Chittim, P.E. State Highway Engineer Montana Highway Commission Helena, Montana 59601

Dear Mr. Chittim:

We have completed review of the Draft Environmental Statement for Project I-90-7 (18) 364, Big Timber-Greycliff.

In our opinion, the statement would be strengthened by a discussion of the following:

- 1. Measures that will be taken to minimize or eliminate water quality degradation of the Boulder and Yellowstone Rivers during construction operations. Irreversible damage could result from accidental spillage of oil or other hazardous materials, locating borrow areas adjacent to or in close proximity to streams, the use of construction equipment in streams.
- 2. Measures to be taken to minimize air pollution problems during construction; i.e. dust and batch plant emissions.
- 3. Disposal of sanitary wastes during the construction period.

Please contact us if you have any questions regarding these comments.

Sincerely yours,

Donald P. Dubois

Acting Regional Administrator

Comment #1

Following is Section 07.11 from our Standard Specifications outlining our current requirements to prevent water pollution.

07.11 PROTECTION AND RESTORATION OF PROPERTY AND LANDSCAPE

(A) General. The contractor shall be responsible for the preservation of all public and private property. All land monuments and property marks shall be protected from disturbance or damage until the engineer has witnessed or referenced their location.

The contractor shall be responsible, until the contract is accepted, for all damage or injury to property resulting from any act, omission, neglect, misconduct, defective work or materials or from his manner or method of executing work.

The contractor shall replace or restore damaged or injured property, to a condition similar or equal to that existing before such damage or injury was done, at no cost to the Commission.

(B) Siltation Control. The contractor will be required to prevent construction operations or the results of construction operations from silting rivers, streams and impoundments (lakes, reservoirs and the like). The construction of planned drainage facilities and the performance of other contract work that will help control siltation shall be done as soon as is practicable. The siltation control measures described herein shall be continued

until the permanent drainage facilities have been constructed.

The contractor shall shape the subgrade on road beds in the immediate vicinity of rivers, streams or impoundments prior to any lengthy suspension of construction operations. Shaping shall be done in a manner that will permit runoff waters to be intercepted along the outer edges of the subgrade and drained from the subgrade by temporary slope-drains. The temporary slope-drains shall be located along fill slopes at 500-foot intervals, approximately and shall be paved or covered with waterproof materials.

Construction operations in rivers, streams and impoundments shall be restricted to those areas where channel changes are shown on the plans and to those areas which must be entered for the construction of temporary or permanent structures, unless other areas are approved. Temporary bridges, culverts or similar structures shall be used wherever crossings of a stream or river cause excessive siltation. Mechanized equipment shall not be operated in rivers, streams or impoundments except as may be required to construct channel changes and temporary or permanent structures. Rivers, streams and impoundments shall be promptly cleared of such obstructions as falsework, piling or other obstructions placed therein or caused by the

construction operations, after the purpose of such obstructions have been served. Debris in rivers, streams or impoundments placed therein or caused by construction operations shall be promptly removed. Excessive siltation resulting from placing material excavated from the roadway, channel changes, cofferdams, and the like near to or in rivers, streams or impoundments shall be promptly corrected.

reasonable precaution throughout the life of project to prevent pollution of rivers, streams or impoundments.

Pollutants such as chemicals, fuels, lubricants, bitumens, raw sewage and other harmful wastes shall not be discharged into or alongside of rivers, streams, impoundments or into natural or manmade channels leading thereto. The contractor shall meet the requirements of the applicable regulations of the State Fish and Game Department, State Board of Health and other state or federal regulations relating to the prevention or abatement of water pollution.

The contractor shall dispose of all refuse and discarded materials in an approved location.

Comment #2

Following is Section 07.20 from our Standard Specifications outlining our current requirements for smoke and dust control.

07.20 SMOKE AND DUST CONTROL

Whenever a hot-mix paving plant, aggregate crusher or similar operation is to be conducted, the contractor shall acquaint himself with all local conditions, city, county and state laws pertinent to air pollution before commencing his operations. It is possible that legal action may be instituted against the contractor to force him to conduct his operation in a dust and smoke free manner. The contractor should be prepared to operate in a manner satisfactory to a restraining courtorder. This may mean employing adequate dust filters and smoke collectors or use of other means meeting the existing requirements. No additional payment will be made to the contractor for the use or installation of dust or smoke control devices nor for the disruption of work or loss of time occasioned by the installation of such control devices, or for any other related reasons.

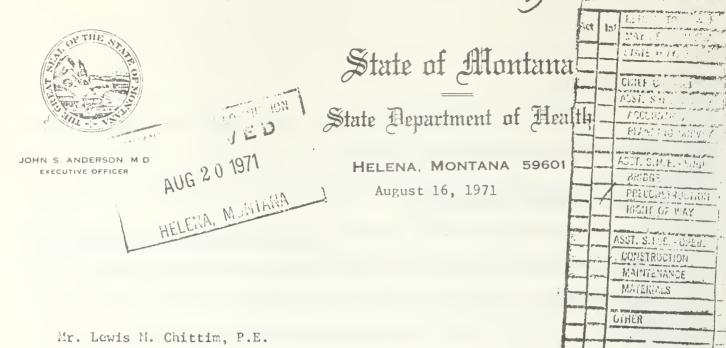
The contractor shall have informed himself of all applicable Montana State Board of Health requirements and similar state or federal requirements, pertaining to control of or abatement of air pollution. He shall be provided or be prepared to provide such air pollution control measures as are required to comply with the minimum standards established by such agencies.

Comment #3

Following is Section 07.06 from our Standard Specifications outlining our sanitary provisions.

07.06 SANITARY PROVISIONS

The contractor shall provide and maintain in a neat, sanitary condition such accommodations for the use of his employees as may be necessary to comply with the requirements of state and local boards of health, or of other bodies or tribunals having jurisdiction.



Mr. Lewis M. Chittim, P.E. State Highway Engineer Montana Highway Commission Helena, Montana 59601

Re: 33-WHW

190-7(18)364

Big Timber-Greycliff

Dear Mr. Chittim:

This will acknowledge receipt of the Environmental Statement submitted in compliance with Public Law 91-190, Section 102(2)(C) for our comments.

There appears to be no significant public health problems in this project. No public water supply sources or sewage disposal facilities will be affected. Water and sewer lines will be protected during construction.

The ${\tt Environmental}$ ${\tt Statement}$ is acceptable as presented by the ${\tt Highway}$ ${\tt Commission}.$

Sincerely yours,

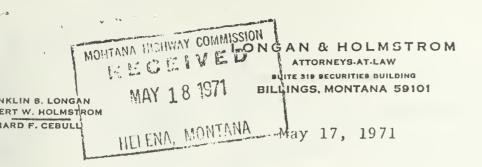
Mary E. Sauler

Mary E. Soules, M.D. Deputy Executive Officer

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TEL. 252-7127

Montana Highway Commission State Capitol Building Helena, Montana 59401

Re: Project Interstate 90-7 (18) 364
Pioneer Ditch Company culverts

Gentlemen:

I am the attorney for the Pioneer Ditch Company of Big Timber, Montana. The Company is concerned about the size of the culverts which will be used when the new highway is built east of Big Timber.

At the public meeting held in Big Timber on July 15, 1970, at 7:30 o'clock P.M. (see page 20) Mr. Teddy Thompson of Big Timber called the engineer's attention to the Pioneer Ditch Company's concern about adequate culverts to carry the water allocated for that ditch by the company officers.

This Ditch Company is authorized 200 shares of stock, each share representing 33 1/3 miners inches of water.

At the present time there is an application by a shareholder to the company officers to enlarge the ditch for his use. This is a routine application which occurs over a period of years as the users desire to increase their quantities.

The concern of the Company is that the culverts will not be adequate to take care of the 200 shares, but might be limited to the actual use and carrying capacity of the Ditch as now constructed. Your engineer was given the figures showing 3,690 miners inches of water being carried at the lower end of the ditch. This amount would not take care of the increases in use which each shareholder is entitled to make if he needs the additional water. Such additional water requires enlargement of the ditch.

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Montana Highway Commission May 17, 1971 Page Two

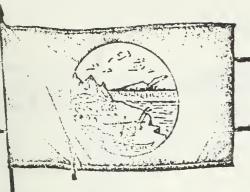
It will be helpful to us if you will comment upon these considerations at this early date.

Cordially yours,

Franklin S. Longan

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MONTANA HIGHWAY COMMISSION

HELENA. MONTANA 59601

August 31, 1971

LEWIS M. CHITTIM STATE HIGHWAY ENGINEER

34-JEO

IN REPLY REFER TO

Interstate Project I 90-7 (18) 364 Big Timber-Greycliff Pioneer Ditch Crossings

Mr. Teddy Thompson, Secretary Pioneer Ditch Company Box 283 Big Timber, Montana 59011

Dear Sir:

Enclosed are two (2) prints of our design for the first two (2) crossings of the interstate highway for the Pioneer Ditch. The capacity of each of these conduits is 6667 miner's inches or 167 c.f.s. flowing 85% full.

For the third crossing for the Pioneer Ditch, we propose to install a 54" diameter pipe. This pipe will have considerably more capacity than the 48" pipe under the railroad nearby. Any flow greater than the capacity of these pipes will be carried away by the roadside drainages.

At your earliest convenience we would appreciate your written approval and/or recommendations on one (1) of the enclosed prints and returning it to us.

Very truly yours,

LEWIS M. CHITTIM, P.E., STATE HIGHWAY ENGINEER

34-GOP: EHL: JEO: sp

cc: D.S. Johnson
E.H. Larson

Grover O. Powers, P.E., Preconstruction Engineer

Enclosures

LONGAN & HOLMSTROM
ATTORNEYS.AT.LAW
SUITE 319 SECURITIES BUILDING
BILLINGS, MONTANA 59101

FRANKLIN S. LONGAN ROBERT W. HOLMSTROM RICHARD F. CEBULL

November 4,

Mr. Grover O. Powers, P.E. Preconstruction Engineer Montana Highway Commission State Capitol Building Helena, Montana 59601

1971 yoursy Tel. 252,7127

Other Company culverts,

Re: Pioneer Ditch Company culverts, Sweet Grass County, near Big Timber.

Dear Mr. Powers:

As attorney for the Pioneer Ditch Company, I am writing to inform you that the Ditch Company is satisfied with the size of the proposed culverts which you will construct on the Interstate.

From your past experience in preparing these plans and undertaking construction of irrigation culverts, you no doubt are aware of how vital it is to not obstruct the flow of the water during the irrigating season, and the Ditch Company officers respectfully request that the engineers be cautioned to keep the importance of this phase of their operations in mind. If the project engineer would give the Pioneer Ditch Company officers advance notice of the actual installation of the culvert so that their irrigating problems could be minimized, it would be greatly appreciated and please consider this as a request to have that courtesy extended to them. Will you therefore please write me or the Ditch Company indicating your best efforts to keep the obstruction of the flow at a minimum and to give the Ditch Company sufficient notice in advance so that they can carry out their irrigation of their crops without too much interference.

Returned herewith is one copy of the plans which you proposed mand which we find satisfactory.

NOV 5 1971

HYDRAULIC SECTION

FSL:mc Enclosure Cordially yours,

Franklin S. Longan

VIII. PUBLIC HEARINGS

The location hearing covering the Big Timber Greycliff project was held in Big Timber on April 6,
1967. In general, the testimony favored alternate "A",
which was eventually adopted.

The design hearing for the Big Timber - Greycliff project was held in Big Timber on July 15, 1970. In general, the planning and design was well accepted. An exception was the proposed access to the cemetery. However, following the hearing the access was revised in conformance with the testimony presented.

The transcripts for these hearings are not included in this statement, but are available upon request.

IX. CITY APPROVAL

Pages 70 and 71 are letters from the city indicating approval of the current planning.

CITY OF BIG TIMBER

MONTANA 59011

of the Mayor

December 16, 1970

Mr. J. V. Keyes, Right of Way Supervisor Montana State Highway Commission Butte District Butte, Montana 59701

Subject: City of Big Timber's "Firemen's Island" Park. Type of Usage.

To: Whom it may concern

Dear Mr. Keyes:

Right of Way Agent James J. Brown has suggested that we write to you regarding usage of our "Firemen's Island" City Park. This park is located between "Pig Creek" and the Main Boulder River which is between proposed Interstate 90 stations 1798 \(\nabla \) 00 and 1801 \(\nabla \) 00.

Whereas this Park does not have heavy usage, it nevertheless has a wide variety of users. The Fire Department holds an annual chicken fry picnic on the island. Boy Scouts and Girl Scouts have cookouts, and family groups at times picnic in this park. Its seclusion adds to its charm and privacy and yet it is immediately available to all the residents of Big Timber, Montana.

Sincerely,

Arthur L. Schump

Mayor.

AIS/jod

Office of the City Clerk Big Timber, Montana 59011

March 8, 1971

I 90-7 (18)364
Big Timber Gray cliff

Mr. Robert E. Champion Chief Right-of-Way Engineer Montana Highway Commission Helena, Montana 59601

Dear Mr. Champion:

This is to notify you that the Mayor and City Council of the City of Big Timber have reviewed and approved plans presented to them by the Highway Commission showing perpetuation and improvement of the City's Firemen's Island Park in the vicinity of proposed Interstate 90 stations 1790 \(\nabla \) 00 to 1800 \(\nabla \) 00.

The Mayor and Council noted that all plans tentatively agreed upon by them and Mr. James T. Sullivan, Div. Engineer seem to be incorporated in the plans now presented and filed at the Clerk's office.

Sincerely,

Arthur L. Schump, Mayor

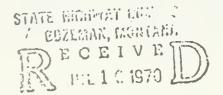
Attest: John Oh

John O. Drivdahl, City Clerk.

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Office of the City Clerk Big Timber, Montana 59011

July 15, 1970



Mr. James T. Sullivan, P. E. Division Engineer Montana Highway Commission Bozeman, Lontana.

Re: Conversation of July 10, 1970 at City Hall, Big Timber, Montana.

Doar Mr. Sullivan:

The City Council of the City of Big Timber met in a special session on July 13, 1970 to discuss compensation for Interstate 90 right-of-way across the City's Firemen's Island Park.

Alderman Murphy moved to accept the general terms of your offer ' of July 10, 1970 as follows: Right-of-way will be granted contingent upon the Council's review and final acceptance of plans and specifications for the following:

- 1. Perpetuation of two existing foot bridges either in place or ` by replacing or re-aligning.
- Construction of a 30 unit parking lot southwest of the park and located somewhat adjacent to Interstate 90 station 1792 / 00
- 3. Construction of gravel surfaced pathway from the parking to the picnic area.
- Construction of a pathway beneath the structure abuttment near station 1799 / 00 giving access to the park on either side of the Interstate R/W.

The motion was seconded by alderman Todd and passed by a unanimous vote of the Council.

Sincerely, (Strikeness)

Attest: John O. Shivolahl
() City Clerk.

Jam's T. Sullivan, P. E., Div. Eng. Big Timber Volunteer Fire Department John Murphy, Council Chairman

· Tes

MONTANA STATE HIGHWAY COMMISSION

Supervisor - Right of Way Section

Manager - Field R/W Unit (Butte)

Date June 14, 1972

Subject: I 90-7 (18) 364

Big Timber - Greycliff

Parcel: 9 (Cort)

Attn: Manager Plans Unit:

Referring to your memorandum of May 26, 1972, in which you made a request that we secure an option for a proposed parking lot and replacement area from Mrs. Alma Cort, Big Timber, Montana. You also authorized in your memorandum that we could offer up to \$500.00 option payment to be applied to the purchase option for a two-year period.

Please be advised that Agent J.P. Kane called on Mrs. Alma Cort on June 2, 1972 and she rejected the State's proposition.

I instructed Agent Kane to contact the Mayor of Big Timber in an attempt to have him intercede with Mrs. Cort because of the community interest involved. The Mayor stated he was certain he could not be of influential help, as far as Mrs. Cort would be concerned.

In addition to the Mayor, Agent Kane contacted Mrs. Cort's son-in-law, Mr. Strobel, and he likewise has been unable to secure a reconsideration by Mrs. Cort.

I am attaching a copy of a memorandum from Agent Kane relative to this matter. If you desire anything else with regard to this matter, please advise.

JVK:ws Attachment

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Avoid Verbal Instructions

- 72 Manager - Field R/W Unit (Butte)

INTER-DEPARTMETITAL MEMORANDUM

MONTANA STATE HIGHWAY COMMISSION

J.V. Keyes, Manager-Field R/W Unit (Butte)

Date

June 13,1972

rom J.P. Kane R/W Agent

Subject:

1-90-7(18)364 Big Timber-Greycliff

Parcel #9 (Cort)

In June 2,1972, I went to Big Timber to contact Mrs. Alma Cort about subject property. When I contacted Mrs. Cort at her home in Big Timber, she was very courteous, but did not wish to discuss the matter with me at all. I briefly explained or tried to explain the situation with her but she would not discuss the matter at all. She informed me that she did not wish to sell any of subject land to anybody for any price. At this point I made my departure.

After leaving Mrs. Cort, at your suggestion, I contacted Mr. Art Schump, Mayor of Big Timber. Mr. Schump said that he knew he would be unable totalk with any success to Mrs. Cort. He said she used to be very easy to do business with, but lately, she has become very difficult to deal with. He did tell me I might contact her son in law, Mr. Tope Strobel and see if Mr. Strobel could arrange a meeting with Mrs. Cort.

I then contacted Mr. Strobel who lives about six miles east of Big Timber to see if he could talk to her into disucssing the subject with me. I talked to Mr. Strobel and he agreed to talk to Mrs. Cort but was not sure of any success with her. He told me I could call him in a few days.

On June 7,1972, I called Mr. Strobel and he informed me that Mrs. Cort would not discuss the matter with him either and also told him, None of her land was for sale to anybody for any price.

I thanked Mr. Strobel for his time and trouble. If there is any way in which I can help matters in this situation, I would be glad to do so.

JPK: WS

117

Avoid Verbal Instructions

- 73 -

RESOLUTION No. 516

WHEREAS the Montana Department of Highway proposes to construct Interstate
Highway Project No. 1 90-7 (29); and

WHEREAS the above-mentioned project will be constructed over, upon and across Fireman's Island Park; and

WHEREAS the said project is a limited access highway which will sever the Park and deny access to either portion from the highway; and

WHEREAS the City of Big Timber is the owner of the Park and desires to continue its operation as a source of recreation for its citizens and visitors; and

WHEREAS To continue satisfactory operation of the Park it is necessar; that the Department of Highways provide replacement lands and/or facilities for those acquired or disturbed by the said highwa; project;

NOW, THEREFORE, be it resolved that the City of Big Timber, by and through its duly elected officials, will grant to the State of Montana a controlled access right of way upon, over and across Fireman's Island Park in consideration of the following listed provisions and such other consideration which may hereafter be mutually agreed upon between the City of Big Timber and the Montana Department of Highways:

Provided that two footbridges within the Park across Pig Creek be perpetuated or replaced;

Provided that the Department of Highways acquire and construct a vehicular parking lot adjacent to and southwesterly of the Park sufficient to accommodate thirty units upon a tract of land belonging to Alma Cort and situated in Lot 2, Section 23, Township 1 North, Range 14 East, Sweetgrass County, Mantana;

Probided that a gravel surfaced footpath be constructed between the parking lot and the picnic area;

And provided that a footpath connecting the severed portions of the Park be constructed beneath the highway structures across the Boulder River.

Passed and approved this 7th Day of August, 1972

Arthur L. Schump, Mayor

Attest: John O. Drivdahl, City Clerk

com_

STATE HIGHWAY COMMISSION OF MONTANA

Preconstruction Section

Date August 29, 1972

Robert E. Champion, P.E., Supervisor - Right of Way Section

1 90-6()

Big Timber - Greycliff

Ref: 62 - MLN

Attention: Steve Kologi

It is our intention to replace park land taken for right-of-way at Big Timber by amicable negotiations with the landowner or condemnation if necessary.

We have just recently received a copy of the resolution passed by the City of Big Timber whereby they agree the site selected is acceptable and support our intended action.

REC:MLN:gr

Da	ate i	Recd. Preconst.	015
Act	Info	MAIL ROUTE	Attach
		30 GOP RMH 30 Field Design 30 Surphorns Design 31 First Engineers 32 West Resion 32 Language 33 East Region	A
7		34 Hydraulic 36 traine 37 train Hearing 38 Stockholmer Reads SS Consultant Design	

X. CLEARINGHOUSE APPROVAL

Page 77 is a letter dated January 13, 1971 providing clearinghouse approval for the proposed Big Timber - Greycliff interstate project.

Mr Beckert

VED

on Jellssick 1

JAN 1 9 1971

STATE OF

MONTAPEDENA, MONTANA

DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMEN

GOPT RMH Field Diogn Similary Bio Umas Engries Wast Region

883883

Region (autic

APITOL STATION ELENA 59601

FICES: 716 NINTH AVENUE 106 449-2400

January 13, 1971

Mr. Lewis M. Chittim, P.E., State Highway Engineer Montana Highway Commission Capitol Post Office Helena, Montana 59601

ATTN: Mr. Grover O. Powers

Dear Mr. Chittim:

As Clearinghouse Agency for the State of Montana, this department has reviewed the I 90-7 (18) 364 Big Timber-Greycliff application for federal assistance.

Reed. Preconst.

Date

lettini

Attach

oint

15A

We find this project complies with our objectives and have no further comments to accompany the application, other than we do approve the project.

Sincerely,

Lyle E. Balderson, Director Community Development Division

LEB: JER:mc

CC: Mr. George McCarthy, Federal-State Coordinator

Probability of the Control of the Co
ASST STATE OF THE PLANNER OF THE PLA

MMISSIONERS

3T H. ANDERSON

RRY F. ROYS HAIRMAN AND XECUTIVE DIRECTOR

SS W. CANNON

ANK CRISAFULLI

LE C. HAWKINS

L. BILL HOLTER

HN RUFFATTO

XI. CLIMATOLOGICAL DATA

Pages 79 and 80 consist of additional climatological data to supplement that included on page 16.

CLIMATOLOGICAL SUMMARY

LATITUDE 45° 50'N LONGITUDE 109° 57'W ELEV. (GROUND) 4100

MEANS AND EXTREMES FOR PERIOD 1935-1964 130 years!

STATION BIG TIMBER, MONTANA

	Temperature (°F)							:	Precipitation Totals (Inches)								Mean number of days					
								days							A			T	Temperatures			1
		Meani			Extr	emes				daily			DI.	10w, 81	1991		inch	М	ax.	М	in.	1
Month	Daily	Daily	Monthly	Record highest	Year	Record	Year	Mean degre	Меап	Greatest da	Year	Mean	Maximum monthly	ear	Greatest	Yoar	Precip. 10	8 9	1º 6	0 2	O and	
(a) JAN. FEB.	30 36.8 40.9	30 16.5 19.4	30 26.7 30.2	30 64 66	1953	30 -34 -47	1957 1936	14 1166 925	30 .52	30 .53	1952	30 8.6 7.6	30 30.0 23.5	1954	30 15.0 18.0	1954	30 2 2	30 0 0	30 9 6	30 26 23	30 6	JAN. FEB.
MAR.	47.3	23.2	35.3	75	1964+	-20	1943	927	.96	1.50	1935	9.6	30.0	1954	12.0	1954	3	0	3	24	2	MAR.
APR.	59.3	31.9	45.6	69	1962	-10	1936	606	1.50	1.75	1941	6.0	19.0	1950	9.0	1941	6	0		15	0	APR.
JUNE	68.7 75.7	40.6	54.7	95 100	1936 1936	10	1954 1951	322 121	2.7B 2.59	2.55	1938	0	0	-	4.0	1951	6	2	0	+	0	JUNE
JULY	87.3	53.3	70.3	104	1936	38	1959+	20	.98	1.03	1941	0	0	_	0	_	3	13	0	0	0	JULY
AUG.	65.9	51.3	6B.6	103	1901	35	1956	31	1.00	1.25	1940	0	0	-	0	-	3	11.	0	0	0	AUG.
SEP.	75.6	43.3	59.5	100	1950	22	1961+	196	1.50	1.57	1944	.2	4.0	1941	6.0	1950	4	2	0	2	0	SEP.
OCT.	64.3	36.2	50.3	88	1943	- I	1935	439	1.01	2.35	1938	3.0	24.0	1949	14.0	193B	3	0	*	10		OCT.
NOV. DEC.	48.0	27.1	37.6	74	1962 1939	-29 -25	1959 1941	822 1023	.73 .50	.60	1945 1944	7.3	27.0 29.0	1959 1955	13.0	1959 1944	2	0	6	20	2	NOV.
Year	60.9	34.4	47.7	104	July 1936	-47	Feb. 1936	6598	14.57	4.00	May 1938	50.0	30.0	Mar. 1954+	18.0	Feb. 1953	41	28	27	148	15	Year

- (a) Average length of record, years.
- I Trace, an amount too small to measure.
- ** Base 65°F

- + Also on earlier dates, months, or years.
- * Less than one half.

CLIMATE OF BIG TIMBER, MONTANA

Situated about 180 miles up the Yellowstone Valley from 8illings, on the south side of the River just west of the Yellowstone-Boulder River confluence, Big Timber is well within the mountainous area of Southwestern Montana. The Crazy Mountains lpeaks to over 11,000 ft. M.S.L.1 are to the northwest about 20 miles, and the rugged Absaroka Range, with Montana's highest peaks lover 12,000 ft.1, lies to the south. The main valley of the Yellowstone runs roughly west to east here, a topographic teature which — with the above mountain configuration—has a marked modifying effect on most features of the area's climate. Most probounced is the frequency with which brisk isometimes quite strongl west to southwest winds occur all seasons, but with a rather well-defined wintertime-early spring maximum. In its mountain surroundings the Big Timber area, during the warmer half of the year, experiences warm (seldom hot) days, but pleasantly cool nights.

Many features of Big Timber climate are described quite well by the data appearing in the tables above and on the reverse of this sheet. For example, although temperatures 100° or warmer have been observed at least once June through September, there are 28 days, in an average year, on which the temperature reached 90° or more - or more than twice as many maximums 90° or warmer than minimums 0° or colder. Uncomfortable combinatlons of heat and humidity are practically unknown; on the warmer days afternoon relative humidity seldom exceeds 25 or 30 per cent. Winter weather is not as severe as generally assumed; in fact, in the last 30 years an average of only 15 days a winter have had minimums as cold as 0°. January has averaged 26.7° for the same 30 years - one of the warmer mid-winter averages In the Northern Rocky Mountain area. In fact, for all Nontana points for which records are adequate for computations of normals, Big Timber has the warmest winters.

Subzero temperatures, when they occur, don't last very long, usually not more than a day or two until the Northern Rocky "Chinook", blowing down Yellowstone and Boulder Valleys, takes over, sometimes producing a warming of 50° or more within a tew hours. This "Chinook" wind can be - and often is - quite alrong, several times a season reaching speeds of 50 m.p.h. or even more.tt is the persistence and frequency of the "Chinook" which are primarlly responsible tor the area's relatively warm midwinter weather. In an area generally considered to have a

"continental" type climate, these down-the-valley winds are an important climate modifying mechanism, to the extent that on only a tew days each year does the weather exhibit truly "continental" features.

Up and down the Yellowstone River precipitation varies little with distance, but north and south into the mountains much more moisture falls. From about 14 Inches along the Yellowstone, double or even triple that amount falls on the higher mountains mostly as heavier snow during the cold season. Of Big Timber's annual average of 14.57 inches, 10.35 inches 171 per centl falls during the April-September growing season. Reference to the precipitation table ion reverse sidel will show that this warm season precipitation also is quite dependable most years. Snowfall (50 inches a yearl is not large for this elevation – but increases rapidly into the mountains. As much as a foot of snow has fallen in one day about one year in three – these heavier snowstorms almost always have occurred with east to northeast winds traveling upslope up the Yellowstone Valley towards higher elevations.

At Blg Timber, the average date for the last 32° freeze in the spring is May 20; in the fall the average first 32° freeze date is September 21. The average freeze-free 132°1 period here, 124 days, is one of the longer growing seasons in the State. For a 28° freeze, average dates are May 2 and October 5 1156 days). About two-thirds of the freezes, spring and fall, occur within about 12 days of these dates, and almost all occur within 30 days.

Aside from strong "Chincoks", the area's most troublesome storm type is the summer thunderstorm, which sometimes can cause hall, heavy rain, lightning, and high wind gusts. These elements, singly or in combination, in an occasional summer, may cause some crop or property damage, but really serious damage is uncommon and is quite local when it does occur. Tornadoes are rarely a threat in this mountainous area, but a small one may occur about once in 20 years.

"Issued in furtherance of cooperative extension work in agriculture and home economics, acts of May 8 and June 30, 1914, in cooperation with the U.S. Department of Agriculture.Torllef S. Aashelm, Director of Extension Service, Montana State Unlversity, Bozeman, Montana."

Total Precipitation (Inches)		
Practicitati		(Inches)
Practicitati	-	C
Pres		Ö
Pres		·r
Pres	٩	41
Pres		- 2
Pres	3	9 gml
Pres	}	ρ
4		*27
4		Q
4		- 0
Total		ď
Total		-
Tot	•	- 40
		Tot

Ann'l	12.62 10.52 11.03 20.75 9.58	15.75 20.90 15.19 12.58 17.02	15.15 16.05 15.64 16.12	14.48 12.87 13.44 12.56	14.93 16.81 25.71 15.65	13.41 16.53 12.62	15.57
Dec.	72. 77. 77.	1.09	96.	97.50	2.13	.07 1.18	.33
Now.	.52 .71	1.40 .74 2.09 .38	25.1 25.1 25.1 25.1 25.1	35.	.50	.42	0
Oct.	.70.1.03	1.39	2.93 .42 .42 .158	2.49 .31	. 54 - 74 - 18 - 45	1.50	1.01
Sept.	.27 1.89 1.35 1.35	2.13 4.26 1.69 1.01 2.01	1.97 1.65 2.86 1.07	1.66	1.61	3.50	2.38
Aug.		1.25		2.05	7.066 2.54 1.12	2. 1 44. 1 74. 1 21. 2 20. 3	2.42
July	. 48 . 05 . 48 . 23 . 98	22.22.79.	.71 .95 .1.75	1.67	1.29 .79 1.15 2.98 1.18	2.07	1.38
June	2.28 2.57 2.57 2.00 2.79	1.92 3.95 .77 2.14 7.65	2.89 2.04 5.56 1.55	2.16	2.90	1.36 .54 1.86 2.93 4.28	3.12
May	2.88 .04 6.48		3.34 4.07 1.46 4.07 2.25	1.76 2.13 3.90 2.38 2.22	3.86 3.14 5.95 1.36 3.35	2.98 5.40 2.62 2.62	1.79
Apr.	1.38 1.43 .50 1.86	4.20 4.00 44. 99	. 32 . 28 2. 1 2. 1 . 33	2.54	2.2: 2.94 2.07 1.54	2.33	1.70
Mar.	3.73 .20 2.13 1.56	.89 .86 .15.1	.58 1.5.1 1.67 1.0.1	.95 .95 .65 .65	\$ =		.85
Feb.		28. 24. 27.	.236728	. 10 . 45 . 60 . 1.29	.42		. 24
Jan.	32	21.1	.58 	1.08	.32		.25
Year	1935 1936 1936 1938 1938	1940 1941 1942 1943	1945 1946 1947 1948 1949	1950 1951 1952 1953	1955 1956 1957 1958 1958	1960 1961 1962 1963 1964	1965
Ann'!	46.6 46.6 48.2 50.0	49.0 47.4 47.9 6.0	47.3 48.7 47.0 46.5	45.7 44.4 48.0 50.1 49.6	0.04 0.03 4.03 4.03 0.03	47.9 49.4 47.9 48.7	1
Dec.	32.0 30.0 29.5 34.0	34.4 30.6 32.7 34.6 29.6	27.9 33.4 32.2 24.5 28.2	23.2 23.2 32.9 34.9 35.3	25.7 34.7 37.7 35.6	27.4 26.7 27.5 27.5	32.3
Nov.	35.4 36.0 35.2 44.2	31.0 42.6 36.8 42.6 36.9	35.2 35.4 32.6 37.2 48.9	35.2 37.5 34.7 42.4 45.9	27.1 39.1 35.3 38.1 33.5	38.7 20.7 40.3 35.5	41.3
Og.	46.8 49.4 52.4 50.0	55.8 47.6 50.3 52.4 54.0	52.4 43.5 50.0 43.9	50.2 45.2 52.1 53.7 47.4	53.0 50.2 46.2 52.5 48.0	51.4 48.5 54.0 53.9 53.1	55.8
Sept.	59.4 59.4 61.8 65.2 61.0	59.0 59.0 59.0 60.0	57.0 58.9 58.8 51.7	56.4 55.2 61.9 62.3 60.3	58.9 61.3 58.8 59.4	50.9 57.8 57.8 57.8	48.1
Aug.	69.9 68.9 68.4 69.2	71.0 69.4 69.8 68.9 66.8	69.8 67.5 69.2 69.4	8.50 8.00 8.00 8.00 8.00	71.3 63.6 68.9 70.6 67.8	066.59 066.59	68.7
July	72.6	71.9 70.5 70.9 69.8 68.0	70.4 71.1 71.9 67.2 69.4	65.4 69.3 66.9 71.2	7.00 6.00 4.00 6.00 7.40 8.00 8.00 8.00 8.00 8.00 8.00 8.00 8	73.3 72.6 66.9 69.0 72.9	70.5
Juno	65.4 65.4 61.2 58.9	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	57.5 62.1 58.4 61.7	59.6 55.5 63.5 61.3 59.6	65.5 65.5 64.6	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	60.09
May	50.0 59.3 52.3 58.2	58.9 57.6 51.5 51.0 56.8	51.5 55.0 55.0 57.0	55.2 55.2 50.2 50.2 50.2	54.5 55.7 55.6 49.6	55.0 55.0 55.0	1
Apr.	20.2 45.6 45.6 48.2	44.7 46.4 49.0 52.0 47.8	51.8 46.6 50.9	4 4 2 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	44 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	44.8 43.7 49.1 44.5	46.7
Mar.	31.6 35.8 33.6 36.4	42.4 38.6 57.0 28.1 33.4	38.2 42.2 33.9 32.2 34.1	32.3 32.3 39.7 30.2	35.5	36.3 3.40.4 3.40.4 3.50.0 3.50.0	25.5
Feb.	25.2 27.2 23.4	31.6 34.5 25.4 36.8 30.1	31.0 33.0 30.4 27.4 22.4	32.3 32.3 45.2	25.5 29.8 30.5 22.9	27.4 40.1 28.1 38.6 32.9	30.8
Jan.	24.6 27.0 9.1 32.0 35.4	21.2 33.0 28.4 19.7 34.2	23.6 23.6 28.9 31.1 12.9	14.1 24.9 25.0 39.0 21.3	29.6 23.9 15.3 28.9	25.8 26.0 24.2 18.2 32.6	35.3
Year	1935 1936 1937 1938 1939	1940 1941 1942 1943	1945 1945 1947 1949	1950 1951 1952 1953 1954	08 1955 1956 1957 1958 1959 1959	1960	1965

STATION HISTORY

During the years the 81g Timber station has been cared for by many persons: 0. M. Lamphear 4/8/9/-5/31/95; John E. Rees 6/1/95-10/31/96; A. T. Anderson 11/1/96-3/31/99; T. R. Lamphear 4/10/00-3/31/02; W.H. Patrerson 2/1/09-12/30/09; F.A. Severance 2/19/10-5/31/21; F.A. Webb 6/1/21-7/11/39; E. H. Ellilagson 7/19/39-12/31/48; F. 8) Peterson 1/1/49-4/9/63; Robert Racticot 4/10/63-9/30/65; Ellis E. Williams 10/1/65 to date. Beginning with Mr. Peterson on 1/1/49 all observers have also been County Extension Againt, and the equipment has been at the Court House since 1910 - providing one of the longest consistent records in Montana.

Prepared under the direction of:

R. A. Olghtman, State Climatologist Weather Bureau Airport Station Helena, Montana

PRECIPITATION PROBABILITY

	9 In 10	1.16	1.05	1.79	2.94	5.40	5.56	2.07	2.05	2.86	1.74	69.1	1.18	20.75
2.89 or more.	8 In 10	1.02	.77	15.1	2.21	4.07	3.13	1.67	1.36	1.97	19.15	1.40	10.1	16.12
will have .06, 7 Junes in 10 will have 2.89 or	7 In 10	8.	.67	1.22	1.92	3.35	2.89	1.28	1.25	1.93	1,39	. 89	.75	15.64
.06, 7 Junes 1	3 In 10	.20	.25	.57	.84	2.13	1.86	.48	99°	90.	.50	.35	8.	12.62
n 10 will have	2 In 10	. 12	. 18	.37	.50	x	3%.1	.40	.39	.74	.38	.17	—	12.35
(Examples: January in 10	01 ul 1	8.	01.	. 14	.32	.70	1.04	.22	.12	.27	.18	8.	0	10.81
(Examples		JAN.	FEB.	MAR.	APR.	MAY	JUNE	יטר א	AUG.	SEP.	OCT.	NOV.	DEC.	YEAR

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XII. ARCHAEOLOGICAL REPORT

Pages 82 through 87 consist of an archaeological report on some tipi rings encountered near Big Timber.

DEPARTMENT OF ANTHROPOLOGY STATE WAY LITE NOV 1 3 1970 CHIEF COUNSEL HELENA, MONTANA ASST. S. H. F. F.C. Missoula, Montana 59801 ACCOUNTING PLANNING SONT ASST. S. H. E. ENGL. PRICGE -1970 CONTROCTION November 19, RIGHT OF WAY ASSI. S. H. E. UPER. CONSTRUCTION MANGENTINCE Mr. Jack R. Beckert MATERIALS Asst. State Engineer Montana Highway Dept. OTHER 6 Ave. & Roberts Helena, Montana 59601

Dear Jack:

University of Montana

(406) 243-0211

Here is the final report on the archaeological investigation at Big Timber, Montana.

The enclosed form certifies that archaeological investigation has been completed on the lands specified.

We thank you for your consideration and concern for the antiquities involved. I hope we can continue to be of help to you.

Sincerely,

Dale E. Fredlund State Archaeologist

DEF:seg Enclosures

The Elger Tipi Ring Site (24SW1002)

In September 1970, the University of Montana Statewide Archaeological Survey was contacted by the Montana Highway Department to
examine an archaeological site situated within the right-of-way of
Interstate Highway 90 near Big Timber, Montana. On October 13, 1970,
the entire section of right-of-way scheduled for construction was
examined. No sites or artifacts were discovered other than the reported site.

The reported site (24SW1002) an aboriginal campsite consisted of several tipi rings--circle of stones presumably used to weight tipi covers and scattered flaking debris. There was no indication of subsurface materials.

The site is situated on the second terrace of the Boulder River, on the land of Robert Elger of Big Timber. The land surface here consists of river deposited cobbles, a thin mantle of soil and short grass. The Crazy Mountains are to the north and east, the Beartooth Mountain foothills to the east and south.

The eleven stone ring structures that composed the site were scattered over an area extending 300 feet along the terrace edge, and up to 100 feet eastward away from the edge. Most of the structures consisted of a double rows of river cobbles laid in circles averaging 15 feet in diameter. Several of the rings had been slightly disturbed but only one had been extensively damaged. Two of the rings (numbers 7 and 9, see map) had stone lines extending 3 to 4 feet out from the rings. These apparently were lined entryways.

At the terrace edge were two piles of rock, which appeared to be contemporary with the rings. The southernmost was 4 feet in diameter and was composed of 20 rocks. Both appeared to be slightly disturbed. Farther from the terrace edge were two other rock structures that are small amorphous shaped pits into which several rocks had been thrown. Both were two feet in diameter and contained 7-10 rocks.

This site is similar to numerous "tipi ring" camp sites found throughout the state.

Several flakes of various materials (chalcedony, basalt, chert, and jasper) were found on the surface but not in any concentration or great abundance. No artifacts have been reported from the site by the local collectors. The only novel features of the site were the two "pits" which have not been noted in sites of this sort.

No further work is recommended for 24SW1002.

Dale E. Fredlund State Archaeologist

November 9, 1970

Pertinent data:

24SW1002 is located in township 1N, range 14E, in the NE1/4 of the NE1/4 of section 23 and the NW1/4 of the NW1/4 of Section 24, just east and south of Big Timber.

Tipi Ring Data:

```
diameter=18', 50 rocks, double course
Ring 1:
     2:
                  =151
                        70 rocks, double course
     3:
                 =19' 100 rocks, double course
     4:
                 =151
                        70 rocks, damaged
     5:
                 =15'
                        95 rocks, double course
     6:
                 =15'
                        50 rocks, single course
     7: diameter =10'
                        66 stones, single course
     8:
                 =14 1
                        70 stones, double course
     9:
                 =15'
                        71 stones, double course with 3' extension
   10:
                 =131
                        71 stones, double course
            11
    11:
                 =15'
                        45 stones, double with 8' of wall missing
    12:
                 =14'
                        74 stones, double course
    13:
                 =15'
                        60 rocks, double course
            11
    14:
                 =14'
                        41 rocks, single
    15:
                 =15'
                        79 rocks, double
```

1

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1

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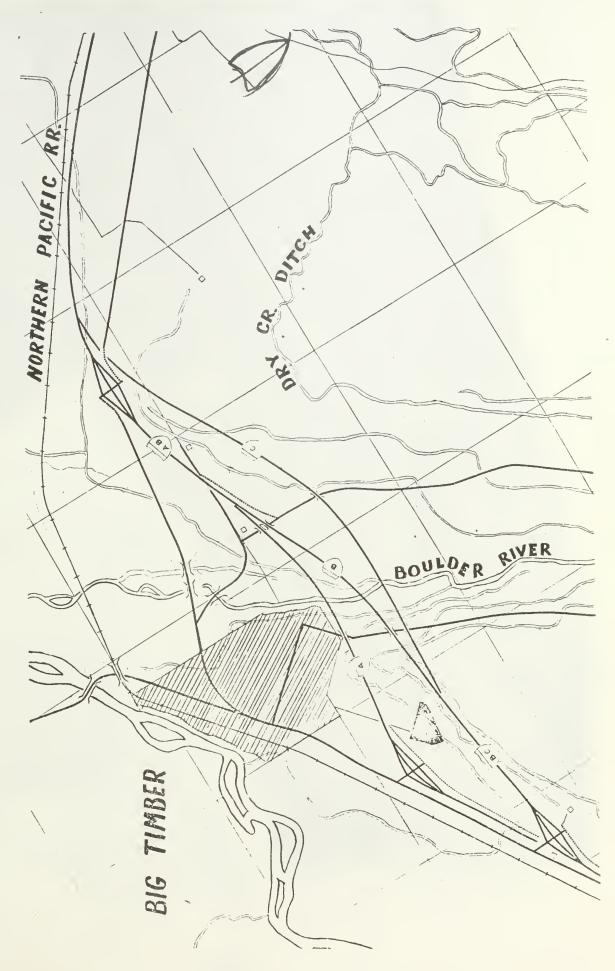
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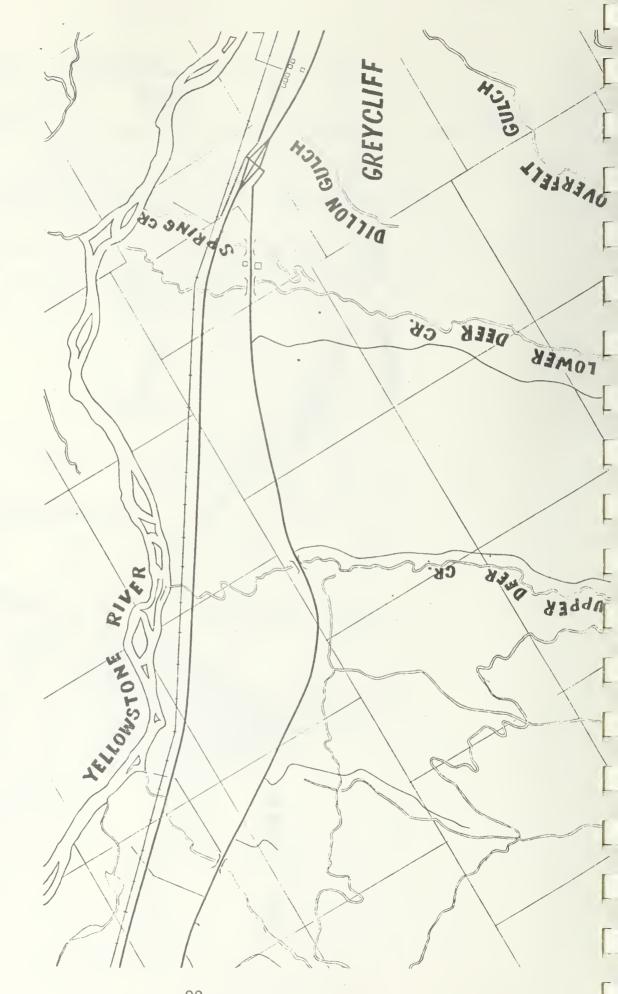
The University of Montana Statewide Archaeological Survey
has examined Interstate 90 right-of-way in TWP 1N. R 14E
Sec. 23 and 24 near the town of Big Timber, Montana
and certifies that no significant archaeological antiquities
will be destroyed by construction in the examined area.
The survey required 2 days, at a charge of \$100.00
per day for services rendered and expenses. Total amount due
is \$200.00, payable to University of Montana, Department of
Anthropology, Account 804-1.
Sale Fredlund
Archaeologist

November 10, 1970 Date

XIII. EXHIBITS

Sketches showing major alternates considered	PAGES 89-90
Aerial photographs showing proposed alternate	91-97
Sketch showing replacement land, proposed parking area and proposed pathway	98
Photographs taken in and around the park land	99-104
Sketch showing typical sections for walkway along with ground line and grades	105

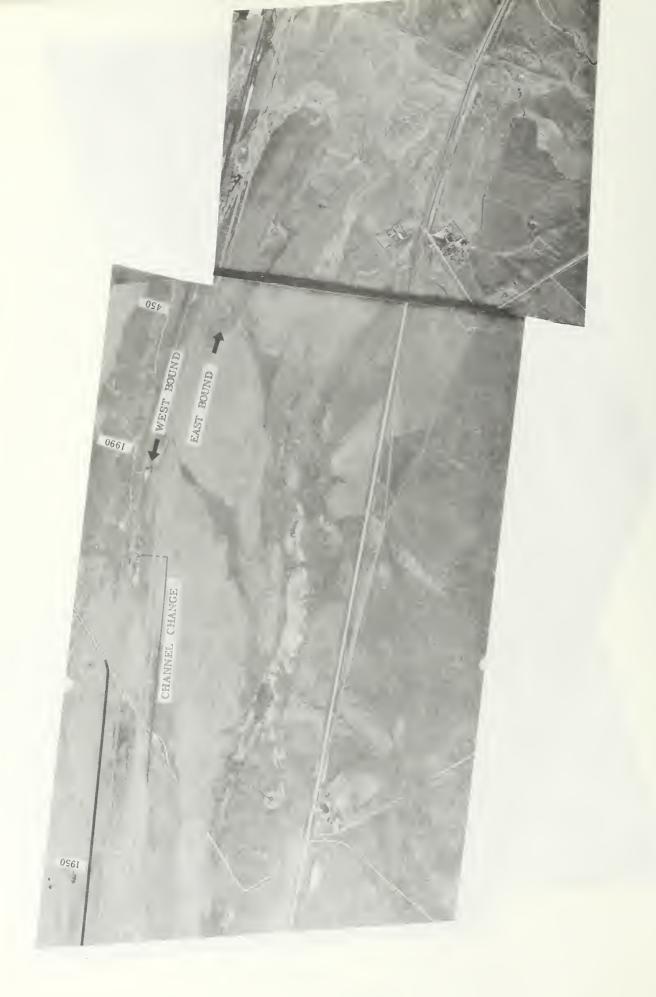








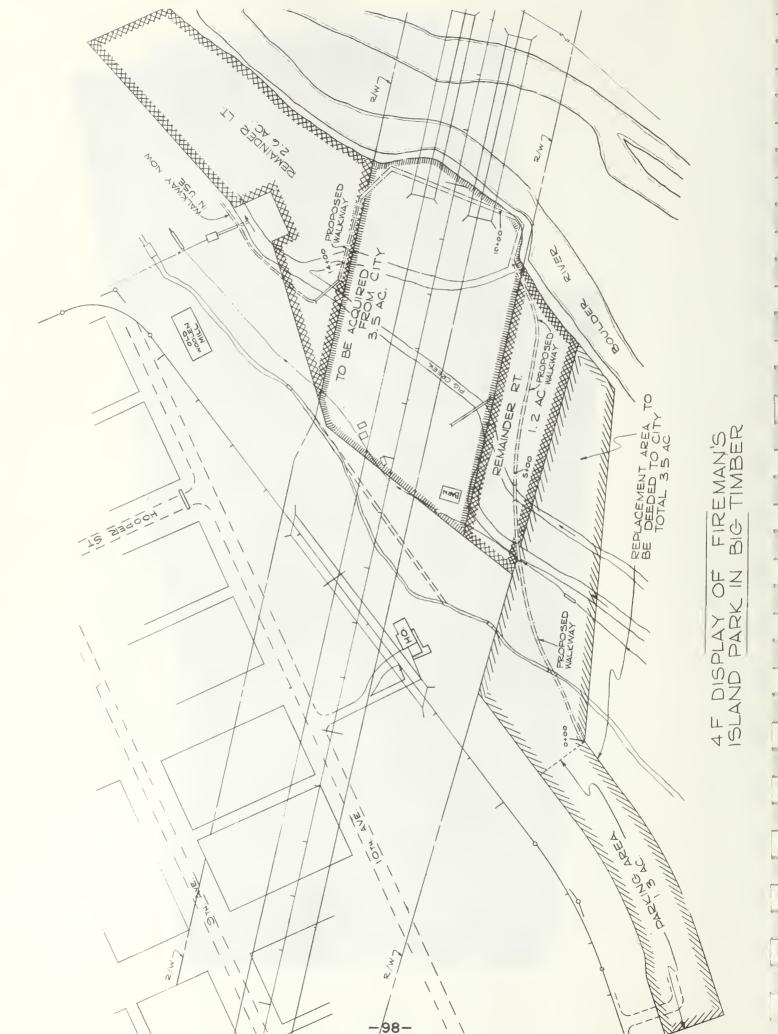














Looking southeast across the footbridge which crosses Pig Creek north of the proposed highway. This footbridge will not be disturbed by the proposed construction.



Looking southerly at the same footbridge from the west bank of Pig Creek a short distance downstream from the bridge.



Looking southerly or upstream from the footbridge that will remain in place.



Looking northerly at the path along the west bank of Pig Creek from the west end of the footbridge that will remain in place.



Looking northerly at the footbridge that will be replaced.



Looking southerly at the area that will be secured and deeded to the city for a parking area.



Looking easterly at the portion of the park that will remain south of the proposed highway.



Looking southerly at the area between the portion of the park that will remain south of the proposed highway and the proposed parking area.



Looking northerly along the west bank of the Boulder River from about the center of median of the proposed highway.



Looking southerly along the west bank of the Boulder River from about the center of median of the proposed highway.



Looking south along the west bank of the Boulder River from about the center of the proposed eastbound lanes.



The existing improvements in the portion of the park that will remain south of the proposed highway.

